### 2002

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

### **Jurisdiction Report**

74

Prince George County City of Hopewell

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire**: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

### Route Shield Legend

### Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

### **Special Routes**

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Prince	e George Mainten	ance A	rea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince George County				_				-							
	0.42	18000	G	94%	0%	Chesterfield County 2% 1%	Line 3%	0%	F	0.088	N	0.521	20000	G	2002
10	0.42	10000	G	94 70 To:	070	WCL Hopewell		070	Г	0.000	IN	0.521	20000	G	2002
City of Hopewell															
City of Hobeweii				From:		WCL Hopewell									
(10) Randolph Rd	0.12	18000	F	94%	0%	2% 1%	3%	0%	F	0.081	F	0.509	20000	F	2002
				To- From:		North 6th Ave									
(10) Randolph Rd	0.40	11000	F	94%	0%	2% 1%	3%	0%	F	0.087	F	0.556	12000	F	2002
				To:		Main St									
(10) Randolph Rd	0.74	11000	F	94%	0%	2% 1%	3%	0%	F	0.082	F	0.605	12000	F	2002
				To: From:		Winston Churchill	Dr								
(10) Randolph Rd	1.26	9500	F	94%	0%	2% 1%	3%	0%	F	0.085	F	0.628	10000	F	2002
				To:		ECL Hopewell									
Prince George County				From:				r							
(10)	1.17	9600	F	94%	0%	ECL Hopewell 2% 1%	3%	0%	F	0.094	F	0.650	11000	F	2002
10	1.17	3000	•	5-70 T	0 70		370	070	•	0.004		0.000	11000	ı	2002
	0.73	10000	F	From: 93%	1%	W SR 156 1% 1%	4%	<del>-</del>	С	0.091	F	0.594	10000	F	2002
10	0.73	10000	-	93 /6	1 /0		4 /0	0 70	C	0.091		0.594	10000		2002
	2.71	4900	F	From: 93%	1%	E SR 156	40/	00/	F	0.005	F	0.557	4000	F	2002
10	2.71	4900	Г	93%	170	1% 1%	4%	0%	Г	0.095	Г	0.557	4900	Г	2002
	0.07	0500		From:	40/	74-641	40/	-00/		0.000		0.540	0500		0000
10)	2.07	3500	F	93%	1%	1% 1%	4%	0%	F	0.096	F	0.543	3500	F	2002
				From:		74-609 Garysvill									
(10)	5.93	2800	F	90%	1%	1% 1%	7%	0%	С	0.092	F	0.51	2800	F	2002
				To: From:		74-1201									
10)	2.00	2300	F	90%	1%	1% 1%	7%	0%	F	0.095	F	0.600	2300	F	2002
						Surry County Lin									
	4.05	2300	F	From: 82%	1%	Sussex County Li	ne 14%	0%	С	0.085	F	0.598	2300	F	2002
35	4.05	2300	Г	02 70	1 70		14 70	U70	C	0.065	Г	0.596	2300	Г	2002
	0.27	020	-	From:	10/	I-95	140/	00/		0.116		0.522	020		2002
35	0.27	920	F	82%	1%	1% 1%	14%	0%	F	0.116	F	0.533	930	F	2002
	0.45	NIA		From:		US 301		-		NIA			NIA		
35	0.45	NA		To:		74-605				NA			NA		
				From:											
(36) Oaklawn Blvd	0.76	16000	F	97%	0%	ECL Petersburg	1%	0%	F	0.087	F	0.514	16000	F	2002
36) Caldwii Biva	0.70	10000	•	7.70	070			<del></del>	•	0.007	•	0.014	10000	•	2002
(36) Oaklawn Blvd	1.45	15000	F	From: 97%	0%	Hill Dr; Ft Lee Main 1% 0%	1%	0%	С	0.084	F	0.504	15000	F	2002
36 Oaklawn Blvd	1.43	13000	•	To:	0 70	WCL Hopewell	1 /0	0 70	C	0.004	'	0.504	13000	'	2002
City of Hopewell				•				ı							
City of Hodewell				From:		WCL Hopewell									
(36) Oaklawn Blvd	0.52	30000	F	97%	0%	1% 0%	1%	0%	F	0.085	F	0.522	30000	F	2002
				To: From:		74-630 Jefferson Par	k Rd								
(36) Oaklawn Blvd	0.65	30000	F	97%	0%	1% 0%	1%	0%	F	0.083	F	0.527	30000	F	2002
$\sim$				To: From:		SR 36 Par									
(36) Oaklawn Blvd	0.43	11000	F	97%	0%	1% 0%	1%	0%	F	0.079	F		11000	F	2002
	ed Traffic:	0	F							0.078	F	0.572	0	F	
				To: From:	SR 36	Par, Woodlawn St; K	enwood A	Ave							
(36) Winston Churchill Dr	0.60	22000	F	97%	0%	1% 0%	1%	0%	F	0.083	F	0.548	22000	F	2002
				To: From:		Miles Ave									
(36) Winston Churchill Dr	0.39	14000	F	97%	0%	1% 0%	1%	0%	F	0.083	F	0.56	14000	F	2002
				To		SR 156 High Av									
(36) Winston Churchill Dr	0.25	14000	F	97%	0%	1% 0%	1%	0%	F	0.083	F	0.657	14000	F	2002
				To:		SR 156; Arlington									
·															

					Prince	e George	Mainter	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus	20 vle	Tru 3+Axle	uck 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Hopewell									_ 11 all		i ioui		1 40101			
Arlington D	۵ 0 10	2200	F	97%		R 156 Win 1%	ston Chur 0%		00/	_	0.000	_	0.505	2200	_	2002
36 Arlington R	d 0.12	2200	Г	97 % Tn-	0%		oth Ave	1%	0%	F	0.088	F	0.505	2200	F	2002
				From:			ngton Rd									
(36) 15th Ave	0.77	6300	F	99%	0%	1%	0%	0%	0%	С	0.095	F	0.573	6700	F	2002
				To: From:			Point Rd									
(36) 15th Ave	0.22	2700	F	99%	0%	1%	0%	0%	0%	F	0.094	F	0.505	2800	F	2002
				To: From:			adway St oth Ave									
36 Broadway S	St 0.44	8100	F	99%	0%	1%	0%	0%	0%	F	0.090	F	0.661	8600	F	2002
				To:			th Ave									
Cth Aug	0.24	40000	_	From:	00/		adway St	00/	00/	_	0.005	_	0.007	44000	_	2002
36 6th Ave	0.31	10000	F	99% To:	0%	1%	0% Randolf F	0%	0%	F	0.085	F	0.637	11000	F	2002
				From:												
(36) Woodlawn	St 0.61	12000	F	97%	0%	1%	Daklawn B 1%	1%	0%	С	0.079	F		13000	F	2002
36 Woodlawn	Combined Traffic:		F	97%	0%	1%	0%	1%	0%	F	NA	•		24000	F	2002
			_ '	Ta:	U /U			1 /0	- 70 -					2-1000		
36 Woodlawn	St 0.35	9500	F	From: 97%	0%	1%	rry Ave 1%	1%	0%	С	0.091	F		10000	F	2002
36 Woodlawn	Combined Traffic:		F	97%	0%	1%	0%	1%	0%	F	NA	•		21000	F	2002
	Combined Traine.	2.000	•	To:		6 Oaklawn				•				21000	•	
Prince George Co	untv															
North	vunt v			From:		Sussex	County L	ine								
95)	2.41	14000	F	80%	1%	2%	0%	17%	0%	F	0.069	F		12000	F	2002
	Combined Traffic:	29000	F	80%	1%	2%	0%	17%	0%	F	0.064	F		28000	F	
North				To: From:		74-62	23 Carson	l								
95)	3.73	15000	F	80%	1%	2%	0%	17%	0%	F	0.068	F		13000	F	2002
93)	Combined Traffic:		F	80%	1%	2%	0%	17%	0%	F	0.066	F		30000	F	
						US 301, S				-		-				
North			_	From:											_	
95	5.54	20000	В -	80%	1%	2%	0%	17%	0%	B -	0.139	Α		17000	B	2002
	Combined Traffic:	40000	В	80%	1%	2%	0%	17%	0%	В	0.120	Α	0.564	35000	В	
North				From:		U	JS 301									
95)	0.11	16000	F	80%	1%	2%	0%	17%	0%	F	0.083	F		14000	F	2002
	Combined Traffic:	40000	F	80%	1%	2%	0%	17%	0%	F	0.065	F		35000	F	
N a sala				To: From:			I-295									
North	0.96	12000	F	80%	1%	2%	0%	17%	0%	F	0.069	F		10000	F	2002
95	Combined Traffic:		F	80%	1%	2%	0%	17%	0%	F	0.067	' F		24000	, F	2002
	Combined Traine.	27000	•	To:	170		ves Rd	17 /0	070	•	0.001	•		24000	•	
City of Petersburg	p															
North				From:			ves Rd									
95)	1.15	13000	F	80%	1%	2%	0%	17%	0%	F	0.082	F		11000	F	2002
$\sim$	Combined Traffic:	29000	F	80%	1%	2%	0%	17%	0%	F	0.081	F		26000	F	
North				To: From:		Wa	igner Rd									
95)	2.79	19000	F	80%	1%	2%	0%	17%	0%	F	0.082	F		17000	F	2002
	Combined Traffic:		F	80%	1%	2%	0%	17%	0%	F	0.082	F		37000	F.	
				To: From:	-		60 West S				-					
North	0.50	40000			40/						0.000	N :		47000	Α.	0000
95	0.50	19000	N	80%	1%	2%	0%	17%	0%	N	0.082	N		17000	N	2002
		45000	N	80%	1%	2%	0%	17%	0%	N	0.082	Ν		NA		
	Combined Traffic:			Te:												
				To			I-85		l							
				To:				ine	<u> </u>							
Prince George Co South	ounty		F	From:	1%	Sussex	County L		0%	F	0.076	F		15000	F	2002
		15000	F F		1% 1%			ine 16% 17%	0% 0%	F F	0.076 NA	F		15000 28000	F	2002

					Prince	e George	e iviaintei	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus		3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince George Cou	ntv			From:		74.4	22.0		-							
South	3.42	20000	F	80%	1%	2%	523 Carsor 0%	16%	0%	F	0.077	F		17000	F	2002
95			F				0%			F		'			F	2002
	Combined Traffic:	34000	г	80%	1%	2%		17%	0%	Г	NA			30000	г	
South				From:		US 301,	SR 35, SR	156								
95)	5.45	20000	Α	80%	1%	2%	0%	16%	0%	Α	0.13	Α		17000	Α	2002
	Combined Traffic:	40000	В	80%	1%	2%	0%	17%	0%	В	NA			35000	В	
				To:			US 301									
South				From:												
95)	0.58	24000	F	80%	1%	2%	0%	16%	0%	F	0.078	F		21000	F	2002
	Combined Traffic:	40000	F	80%	1%	2%	0%	17%	0%	F	NA			35000	F	
				To: From:			I-295									
South	0.42	16000	F	80%	1%	2%	0%	16%	0%	F	0.08	F		14000	F	2002
95																2002
	Combined Traffic:	27000	F	80% To:	1%	2%	0% Petersbur	17%	0%	F	NA			24000	F	
						SCL	retersour	8								
ity of Petersburg				From:		CCI	Petersbur	~	ı							
South	0.34	16000	F	80%	1%	2%	0%	g 16%	0%	F	0.08	F		14000	F	2002
95	Combined Traffic:		F	80%	1%	2%	0%	17%	0%	F	NA	ı			F	2002
	Combined Trainc.	27000	Г	00%	170	2%	0%	1770	0%	Г	NA			24000	Г	
South				From:		R	ives Rd									
95)	1.22	16000	F	80%	1%	2%	0%	16%	0%	F	0.082	F		14000	F	2002
	Combined Traffic:	29000	F	80%	1%	2%	0%	17%	0%	F	NA			26000	F	
			-	To:						-					-	
outh				From:		W	agner Rd									
95)	2.29	23000	F	80%	1%	2%	0%	16%	0%	F	0.082	F		20000	F	2002
	Combined Traffic:	43000	F	80%	1%	2%	0%	17%	0%	F	NA			37000	F	
				To:	US 46	60; US 301	Crater Ro	l: County I	Rd							
South	0.50			From:						_	0.000			NIA		0000
95	0.53	NA		80%	1%	2%	0%	16%	0%	F	0.082	N		NA		2002
	Combined Traffic:	NA		80% To:	1%	2%	0%	17%	0%	N	0.082	N		NA		
				10.			I-85									
rince George Cou	ntv			r												
	D-I 0.00	0000	_	From:	00/		Petersbur		00/	_	0.000	_	0.50	0000	_	0000
106 Courthouse I	Rd 2.39	8300	F	95%	2%	1%	1%	2%	0%	F	0.096	F	0.53	8800	F	2002
				To: From:		74-6	34 Allin R	d								
106)Courthouse I	Rd 0.42	9800	F	95%	2%	1%	1%	2%	0%	С	0.103	F	0.521	10000	F	2002
				To:		7	4-1510									
106 Courthouse I	Rd 0.44	9200	F	95%	2%	1%	1%	2%	0%	F	0.096	F	0.526	9700	F	2002
100)				. —												
	D-I 4.50	5000		From:	00/		aurel Sprii	_	- 00/		0.004		0.000	0000	_	0000
106 Courthouse I	Rd 1.50	5800	F	95%	2%	1%	1%	2%	0%	F	0.091	F	0.699	6200	F	2002
Pymas				To: From:		BYP SR	156 Ruffi	n Rd								
Bypas 106 (156)	1.09	5600	F	85%	1%	1%	1%	13%	0%	F	0.087	F	0.53	5900	F	2002
100/ 130/	1.00	0000	•	0070	170			1070	070	•	0.001	•	0.00	0000	•	2002
Bypas				From:		,	74-609									
106)(156)	3.47	3500	F	85%	1%	1%	1%	13%	0%	С	0.091	F	0.516	3800	F	2002
				To:		DT 156	DIIC & D	Т 10								
106 10	0.73	10000	F	93%	1%	1%	BUS & R'	4%	0%	С	0.091	F	0.594	10000	F	2002
106/10/	0.73	.0000	•	JJ /0	1 /0				J /0	0	0.001		0.004	10000	'	2002
		****		From:			0 & RT 15					_		0577		
106 (156)	2.69	3900	F	89%	1%	1%	2%	8%	0%	С	0.093	F	0.532	3900	F	2002
$\sim$				To:		Charles C	ity County	Line								
		_		From:			SR 36									_
																2002
144)	2.58	28000	Α	97 <u>%</u>	0%	1%	1%	1%	0%	Α	0.102	Α	0.548	28000	Α	2002
144)	2.58	28000	Α	97% To:	0%		1% eld County		0%	Α	0.102	Α	0.548	28000	А	2002
144)	2.58	28000	A		0%	Chesterfi			0% 	A 	0.102	A	0.548	28000	A	2002
156)	2.58	28000 1900	A F	To:	4%	Chesterfi	eld County		0%	A F	0.102	A 	0.548	1900	F	2002

Prince George County	ength	AADT	QA	4Tire	Bus	Tr	uck		QC	Peak	QK	Dir	A A\A\DT	$\circ$	
						2Axle 3+Axle	1Trail	2Trail	QU	Hour	QI	Factor	AAWDT	QVV	Year
156															
156)	4.00	4000	_	From:	40/	US 301	<b>F</b> 0/	00/	_	0.44	_	0.000	4000	_	2000
	4.09	1600	F	90%	4%	1% 1%	5%	0%	С	0.11	F	0.696	1600	F	2002
				To: From:		74-626									
156	3.07	2300	F	90%	4%	1% 1%	5%	0%	F	0.103	F	0.714	2300	F	2002
				To: From:	1	US 460 West of Dis	putanta								
156)	5.73	4500	F	87%	5%	1% 1%	7%	0%	С	0.132	F	0.631	4500	F	2002
				To:		SR 106-156 By I	Dacc								
156	0.62	6400	F	97%	1%	1% 0%	1%	0%	С	0.097	F	0.552	6800	F	2002
156	0.02	0400	•	To:	170	74- 674	170	070	J	0.007	•	0.002	0000	•	2002
				From:		74-674									
156)	2.51	7000	F	97%	1%	1% 0%	1%	0%	F	0.093	F	0.559	7400	F	2002
				To:		SCL Hopewel	l								
City of Honewell															
				From:		SCL Hopewel	l								
156 Arlington Rd	0.56	9500	F	97%	1%	1% 0%	1%	0%	F	0.083	F	0.551	10000	F	2002
				To:		Berry Street									
156) High Ave	0.38	6500	F	98%	0%	0% 0%	1%	0%	С	0.092	F	0.680	6900	F	2002
190 Tillight Ave	0.00	0300		90 70 To:	U /0	Winston Churchil		0 /0	O	0.082	1	0.000	0300	'	2002
				From:		S RT 36	ı ıxu								
156) (36) Winston Churchill (	0.25	14000	F	97%	0%	1% 0%	1%	0%	F	0.083	F	0.657	14000	F	2002
.00)				To:		N RT 36									
				From:		Arlington Rd									
156) Winston Churchill Rd 0	0.55	17000	F	97%	0%	1% 1%	1%	0%	F	0.082	F	0.547	17000	F	2002
				To:		South 6Th Av	e								
156) Winston Churchill Dr	0.80	8200	F	97%	0%	1% 1%	1%	0%	F	0.084	F	0.541	8200	F	2002
138) Willoton Shareriii Bi	0.00	0200	•	To:	070	Randolph Rd	170	7,0	•	0.001	•	0.011	0200	•	
				From:		SRT 10									
156) (10) Randolph Rd 1	1.26	9500	F	94%	0%	2% 1%	3%	0%	F	0.085	F	0.628	10000	F	2002
				To-		ECL Hopewel	l								
Prince George County															
				From:		ECL Hopewel	1								
156) (10)	1.17	9600	F	94%	0%	2% 1%	3%	0%	F	0.094	F	0.650	11000	F	2002
$\bigcirc$				To:		W SR 156									
156 (10)	0.73	10000	F	93%	1%	1% 1%	4%	0%	С	0.091	F	0.594	10000	F	2002
156 10	0.70	10000	•	0070	1 /0		470	070	J	0.001	•	0.004	10000	•	2002
				From:		N SR 10									
100)	2.69	3900	F	89%	1%	1% 2%	8%	0%	С	0.093	F	0.532	3900	F	2002
				To:		Charles City Count	y Line								
Зураѕ				From:	•	SR 106 & 156							_		_
[156 <i>)</i>	1.09	5600	F	85%	1%	1% 1%	13%	0%	F	0.087	F	0.53	5900	F	2002
				To: From:		74-609									
Bypas			_		407		400/	201	_		_			_	
156)	3.47	3500	F	85%	1%	1% 1%	13%	0%	С	0.091	F	0.516	3800	F	2002
<u> </u>				To:	5	R 10-156 East of H	opewell								
City of Honewell															
East	2.00	40000	_	From:	401	NCL Hopewel		001	_	0.0=0	_		47000	_	000
200)	3.30	18000	G	72%	1%	2% 1%	24%	0%	F	0.079	F		17000	G	2002
Combined Tr	raffic:	34000	G	72%	1%	2% 1%	24%	0%	F	0.083	F	0.545	31000	G	
				To:		SCL Hopewel	I								
rince George County															
East			_	From:		SCL Hopewel			_		_			_	_
200)	0.15	18000	G	72%	1%	2% 1%	24%	0%	F	0.079	F		17000	G	2002
Combined Tr	raffic:	34000	G	72%	1%	2% 1%	24%	0%	F	0.083	F	0.545	31000	G	
				To: From:		SR 36									
East	0.00	44000	_		401		0.407	601	_	0.00:	_		40000	_	000
0051	6.39	11000	F	72%	1%	2% 1%	24%	0%	F	0.084	F		10000	F	2002
		20000	F	72%	1%	2% 1%	24%	0%	F	0.078	F	0.581	19000	F	
295 Combined Tr	raffic:	20000	-	To:		US 460									

					FIIICE	e Georgi	e iviali ilei	iance A	lea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince George Co	ountv			From:			US 460		1							
<u>East</u> 295)	3.03	8600	Α	72%	1%	2%	1%	24%	0%	Α	0.133	Α		7900	Α	2002
295)	Combined Traffic:	18000	A	72%	1%	2%	1%	24%	0%	Α	0.119	Α	0.642	16000	Α	2002
	Combined Traine.	10000	^	To:	1 /0	2 /0	I-95	Z-T /0	070		0.113		0.042	10000	^	
City of Hopewell																
West				From:		NC	L Hopewell									
295)	3.30	15000	G	72%	1%	2%	1%	24%	0%	F	0.094	F		14000	G	2002
	Combined Traffic:	34000	G	72%	1%	2%	1%	24%	0%	F	0.083	F	0.545	31000	G	
				To-		SC	L Hopewell									
Prince George Co	ounty															
West			_	From:			L Hopewell			_						
295)	0.61	15000	G	72%	1%	2%	1%	24%	0%	F	0.094	F		14000	G	2002
	Combined Traffic:	34000	G	72%	1%	2%	1%	24%	0%	F	0.083	F	0.545	31000	G	
West				To: From:			SR 36									
295	6.77	9200	F	72%	1%	2%	1%	24%	0%	F	0.073	F		8600	F	2002
295)	Combined Traffic:	20000	F	72%	1%	2%	1%	24%	0%	F	NA	•		19000	F	2002
	Combined Traine.	20000	•	7270	1 /0			Z-770	070		INA			13000		
West				From:			US 460									
295)	2.32	9000	Α	72%	1%	2%	1%	24%	0%	Α	0.13	Α		8500	Α	2002
	Combined Traffic:	18000	Α	72%	1%	2%	1%	24%	0%	Α	NA			16000	Α	
				To:			I-95									
~~~				From:		Susse	x County Li	ine								
301 Crater Rd	2.69	900	F	85%	2%	1%	7%	5%	0%	С	0.089	F	0.598	900	F	2002
<del>~</del>				To: From:		74-604; 74	1-623 Rowa	nty Rd	ŀ							
301 Crater Rd	3.86	1300	F	85%	2%	1%	7%	5%	0%	F	0.087	F	0.640	1400	F	2002
30.)				To		CD 25	Courtland	Dd								
301 (35)	0.27	920	F	82%	1%	1%	1%	14%	0%	F	0.116	F	0.533	930	F	2002
301) (33)	V.=.		-	To:	.,,	.,,	I-95	, ,		•	00	•	0.000		•	
				From:		RT 1	56 & RT 3	5								
301 (156)	0.17	1900	F	90%	4%	1%	1%	5%	0%	F	0.088	F	0.649	1900	F	2002
				To:		SR 156 I	Prince Geor	ge Dr								
301 Crater Rd	4.42	2100	F	96%	1%	1%	1%	1%	0%	С	0.103	F	0.706	2100	F	2002
901)				To:			I-95									
301 Crater Rd	2.07	6400	F	From: 99%	0%	0%	0%	0%	0%	С	0.1	F	0.673	6400	F	2002
301 Crater Rd	2.07	0400	•	To:	0 70		Petersburg		070	O	0.1	'	0.073	0400		2002
				From:			die County									
60 County Dr	0.40	13000	F	87%	1%	2%	1%	9%	0%	F	0.082	F	0.572	13000	F	2002
460) 300	00		-	- F	.,,					-	0.002	•	0.0. =		•	
Caust Da	0.74	45000	N.	From:	40/	20/	I-295	400/	00/	N.	0.070	N.I	0.545	14000	N.	2002
60 County Dr	0.74	15000	N	79% To:	1%	3%	2% 74-629	16%	0%	N	0.076	Ν	0.515	14000	N	2002
				From:			74-629									
60 County Dr	3.07	15000	F	79%	1%	3%	2%	16%	0%	F	0.076	F	0.515	14000	F	2002
.00				To:				oo Du								
60 County Dr	6.20	16000	F	79%	1%	3%	Prince Geor	16%	0%	F	0.077	F	0.536	15000	F	2002
460 Sounty B1	0.20	10000	•	To:	170		x County Li		7,0	•	0.077	•	0.000	10000	•	2002
				From:			74-611		1							
(00)	1.77	260	R				/4-011				NA			NA		08/14/200
600	1.77	200	11	To:		Surry	County Li	ne			13/3			INA		30, 17/200
				From:												
(204)	0.80	100	R			US	460; 74-624	•			NA			NA		08/14/200
601)	0.00	100	IX.	,							11/7			INA		JU/ 17/200
	<u> </u>	4.55	_	From:			74-613									001111===
(601)	3.06	140	R	т		- C	<i>a</i>				NA			NA		08/14/200
				10:			County Li	ne								
$\bigcirc$				From:			74-653	-								
602	0.43	110	R								NA			NA		08/14/200
				To-		Ι	Dead End									

					1 11110	e Georg	e iviali ilei	ialice A	ica							
Route	Length	AADT	QA	4Tire	Bus		True 3+Axle			$^{\circ}$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince George County				From:		ECI	L Petersburg	g								
603)	1.29	1300	R					ħ.			NA			NA		1993
				To-			SR 106									
604	2.34	480	F	93%	1%	inwiddie C 1%	County Line 2%	NORTH 3%	0%	F	0.089	F	0.637	480	F	2002
604)	2.04	400	•	To:	1 70		Din CL SC		070		0.003		0.007	400	i	2002
604)	0.16	1400	F	From: 93%	1%	1%	2%	3%	0%	С	0.090	F	0.617	1400	F	2002
				To:		US	301; 74-623	3								
$\bigcirc$	4.40	400		From:		Dinwid	die County	Line								00/40/000
605)	1.40	480	R							ı	NA			NA		08/16/2002
(60E)	0.20	680	R	From:			74-621				NA			NA		08/16/2002
(605) (605)	0.20			To:		CD	25, 74 622	,			107					00/10/2002
605)	0.81	200	R	From:		SK	35; 74-622				NA			NA		08/16/2002
				То:		Serv	ice Road I-9	95								
$\bigcirc$				From:		Dinwid	die County	Line								
606)	0.50	290	R	To:			74-622			1	NA			NA		08/16/2002
				From:			die County	Line								
607)	2.35	290	R	<u> </u>		Diliwiq	are county	Line			NA			NA		08/16/2002
				To: From:			FR-122									
607)	0.35	1300	R								NA			NA		08/16/2002
				To:			74-608									
	2.55	1100	R	From:			US 301				NA			NA		08/16/2002
608)	2.55	1100	K							i	INA			INA		00/10/2002
600	0.81	970	F	From: 97%	1%	1%	74-622 0%	1%	0%	С	0.094	F	0.67	980	F	2002
608			-	To:	.,,		die County		0,0		0.00	•			•	
Dinwiddie County																
	0.31	970	N	97%	1%	Prince Ge	eorge Count 0%	y Line 1%	0%	N	0.094	N	0.67	980	N	2002
(608)	0.51	370	14		1 70				0 /0	11	0.034	14	0.07	900	14	2002
(608)	1.00	1900	F	From: 99%	1%	0%	345; 26-677 0%	0%	0%	С	0.141	F	0.658	2100	F	2002
000				To:			L Petersburg	g								
Prince George County																
(609)	1.34	2400	F	95%	2%	1%	156 Bypass 0%	1%	0%	С	0.094	F	0.591	2400	F	2002
(009)			-	To		.,,	74-636	.,,			0.00	•	0.00.		•	
609	2.57	1500	F	95%	2%	1%	0%	1%	0%	F	0.094	F	0.662	1500	F	2002
				To: From:			74-635									
609	1.86	960	F	95%	2%	1%	0%	1%	0%	F	0.098	F	0.691	970	F	2002
				To:			SR 10									
	2.00	190	R	From:			SR 10				NA			NA		08/14/2002
610)	2.00	190	K	To:			74-611				INA			INA		00/14/2002
				From:		I	Dead End									
(611)	0.48	48	R								NA			NA		08/14/2002
				To: From:			74-625									
<b>611</b> )	2.00	140	R								NA			NA		08/14/2002
	1.70	465		From:			74-612							N. A.		00/4 4/0000
611)	1.70	160	R	,						Ī	NA			NA		08/14/2002
	2.92	160	R	From:			74-658				NA			NA		08/14/2002
<b>611</b> )	2.92	100	ĸ	To:			74-1201				INA			INA		00/14/2002
																,

Route	I enath	AADT	ΟΔ	4Tire		Tru	ıck			Peak	QK	Dir	AAWDT	ΟW	Year
Prince George County	Longur	AADI	<b>Q</b> A	41110	Duo	2Axle 3+Axle	1Trail	2Trail	QU	Hour	QIV	Factor	7010001	QVV	roai
	2.10	160	F	From: 88%	4%	74-1201 1% 1%	7%	0%	С	0.081	F	0.533	160	F	2002
(611)	2.10	100	Г	To:	4 /0	74-610	7 70	070		0.001	ľ	0.555	100		2002
611)	3.27	170	R							NA			NA		08/14/2002
				To-		Dead End									
612)	0.90	150	R	From:		74-611				NA			NA		08/14/2002
012				To:		74-616									
$\bigcirc$	1.50	440		From:		Sussex County Li	ne			NIA			NIA		00/44/000
613	1.50	140	R	т		=1.501				NA			NA		08/14/2002
613)	1.80	340	R	From:		74-601				NA			NA		08/14/2002
0.09				To:		74-625									
$\bigcirc$	4.00	222	_	From:		SR 10 WEST		[							00/44/000
614)	1.90	260	R	_						NA			NA		08/14/2002
614)	3.20	100	R	From:		74-615				NA			NA		08/14/2002
614)				То:		SR 10 EAST									
$\sim$				From:		74-614									
615)	0.40	10	R	To:		Dead End				NA			NA		08/14/2002
				From:		SR 106; 74-724	ļ	Ì							
616	1.96	4000	F	95%	3%	0% 0%	1%	0%	С	0.163	F	0.594	4000	F	2002
				To: From:		SR 156 NORTH SR 156 SOUTH									
616	2.50	1500	F	96%	2%	0% 1%	0%	0%	F	0.103	F	0.652	1500	F	2002
				To: From:		74-618		}							
616	4.13	880	F	96%	2%	0% 1%	0%	0%	С	0.108	F	0.656	880	F	2002
	3.77	390	F	From: 96%	2%	74-625 0% 1%	0%	0%	F	0.09	F	0.658	400	F	2002
616)	0.11		•	To:	270	SR 10	070	070	•	0.00	<u>'</u>	0.000	400		2002
				From:		74-618									
617	0.90	60	R	To:		Dead End				NA			NA		08/14/2002
				From:		74-627		<u>.</u>							
618)	2.37	340	R							NA			NA		08/14/2002
				To: From:		74-630 WEST 74-630 EAST									
(618)	0.10	320	R	<u>.                                    </u>		, , , , , , , , , , , , , , , , , , , ,				NA			NA		08/14/2002
<u> </u>				From:		US 460									
618)	1.20	200	R							NA			NA		08/14/2002
	2.76	190	R	From:		74-629				NA			NA		08/14/2002
618)	2.70	100		To:		74-632				1471			147.		00/14/2002
618)	0.94	210	R	From:		74-032				NA			NA		08/14/2002
				To: From:		74-635									
618)	0.50	270	R	To:		74.616				NA			NA		08/14/2002
-				From:		74-616 74-625		<u> </u>							
619)	2.10	100	R			/4-023				NA			NA		1993
				To-		74-627									
	1.00	00	P	From:		74-638				NIA			NIA		1000
620	1.00	90	R	To:		1.00 ME 74-638	3			NA			NA		1999
								Į.							

					1 111100					_	Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Hour	QK	Factor	AAWDT	QW	Year
Prince George County				From:		1.00 M	E 74-638									
620	1.90	80	R								NA			NA		1993
				From:			-627									
621)	2.28	210	R	FIOIII.		74	-604				NA			NA		1993
021)				To:		74	-605									
	4.50	420	_	From:		SR 35	; 74-605				NIA			NIA		4000
622)	1.50	430	R	Tai		7.4	(0)(				NA			NA		1993
622	0.30	320	R	From:		/4-	-606				NA			NA		1993
				To: From:			7 EAST									
622	2.70	380	R			/4-60/	7 WEST				NA			NA		1993
				To:		74	-608									
$\bigcirc$	0.00	000	_	From:	00/		County Lin		00/	_	0.000	_	0.5	000	_	0000
623)	0.30	230	F	94%	3%	0%	1%	2%	0%	F	0.099	F	0.5	230	F	2002
623	2.42	330	F	94%	3%	0%	-667 1%	2%	0%	С	0.093	F	0.531	330	F	2002
623)				To			-670									
623)	0.55	700	F	94%	3%	0%	1%	2%	0%	F	0.101	F	0.608	700	F	2002
				To:			1; 74-604									
624)	1.00	100	R	From:		Sussex C	County Lin	e			NA			NA		08/14/2002
024				To:		US 460	); 74-601									
$\bigcirc$				From:		Sussex C	County Lin	е							_	
625	0.96	760	G	_							NA			760	G	2002
625	2.68	910	G	From:		74	-619				NA			910	G	2002
625)				To:		74	-630									
625)	0.09	1100	F	From:							0.110	F	0.625	1100	F	2002
				To: From:			0 EAST 0 WEST									
625)	0.51	700	F	95%	2%	1%	0%	2%	0%	С	0.106	F	0.684	700	F	2002
				To: From:			-613		-							
625	4.17	310	F	95%	2%	1%	0%	2%	0%	F	0.097	F	0.652	320	F	2002
	1.48	310	F	From: 95%	2%	74 1%	-611 0%	2%	0%	F	0.124	F	0.771	310	F	2002
625)	1.40	010	•	To	270		-616	270			0.12-		0.771	010		2002
625)	2.98	400	F	95%	2%	1%		2%	0%	F	0.092	F	0.636	400	F	2002
				To:			R 10									
626	3.00	680	R	From:		47-	-627				NA			NA		08/16/2002
(626)	0.00	000	- 1	To		CD	156				INA			14/4		00/10/2002
(626)	1.60	930	F	97%	3%	0%	0%	0%	0%	F	0.112	F	0.599	930	F	2002
				To: From:		1.60 M FI	RM SR 15	56	-							
(626)	1.00	1100	F	97%	3%	0%	0%	0%	0%	С	0.096	F	0.698	1100	F	2002
$\bigcirc$	0.00	2000	_	From:	00/		-649	00/	00/		0.407		0.044	2002		
(626)	0.80	3000	F	97% To:	3%	0% US	0% 3 3 0 1	0%	0%	F	0.107	F	0.641	3200	F	2002
				From:		Sussex C		e	1							
626 626 626 627 627	2.43	400	F	93%	4%	1%	0%	2%	0%	F	0.091	F	0.605	400	F	2002
				To: From:			-662									
(627)	1.15	470	F	93% To:	4%	1%	0%	2%	0%	С	0.108	F	0.597	470	F	2002
				To-		74	-619									

					1 111100	ocorge i	viairitori	arioc / t	icu							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				( )( :	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince George County				From:		74	-619		1							
(627)	4.30	540	F	93%	4%	1%	0%	2%	0%	F	0.113	F	0.504	540	F	2002
				To-		74	-630									
				From:		74	-608									
(628)	1.36	240	R	_							NA			NA		09/24/2002
				To: From:		1.36 M F										
628)	0.80	250	R			1.50 141 1	10.11 / 1 0	00			NA			NA		09/24/2002
020				To:		74	-629									
				From:		SCL P	etersburg									
629	2.28	1100	F	98 <u>%</u>	1%	1%	0%	1%	0%	F	0.108	F	0.601	1200	F	2002
				To: From:		US 301;	Gap Tern etersburg									
620	1.55	4600	F	98%	1%	1%	0%	1%	0%	С	0.100	F	0.512	4900	F	2002
629				To:								-			-	
629	0.04	5100	F	From: 98%	1%	1%	0 WEST 0%	1%	0%	F	0.099	F	0.564	5400	F	2002
029			-	To:			0 EAST	.,,		-		•			-	
$\bigcirc$			_	From:			0 WEST					_			_	
629	0.11	2500	F	98%	1%	1%	0%	1%	0%	F	0.098	F	0.571	2500	F	2002
				From:			S 460									
629	2.82	1100	F	96%	1%	1%	2%	1%	0%	С	0.110	F	0.588	1100	F	2002
				To:		SR	156									
629	1.15	750	R								NA			NA		08/14/2002
				To: From:		74	-635									
629	2.92	250	R								NA			NA		08/14/2002
				To-		74	-618									
	0.04	500	_	From:		74	-625				N. A			NIA		00/40/0000
630	0.21	530	R								NA			NA		08/16/2002
				From:		74-61	8 EAST									22/12/222
630	0.04	800	R								NA			NA		08/16/2002
			_	To: From:		74-618	8 WEST									
630	2.78	320	R								NA			NA		08/16/2002
				From:			-627									
630	0.70	1400	F	97%	1%	0%	1%	1%	0%	С	0.097	F	0.507	1500	F	2002
				From:			156									
630	2.10	1600	F	99%	0%	0%	0%	0%	0%	F	0.118	F	0.738	1600	F	2002
				From:			-649									
630	0.90	3400	F	99%	0%	0%	0%	0%	0%	С	0.104	F	0.566	3600	F	2002
				To: From:			SOUTH NORTH									
630)	0.08	2900	F	99%	0%	0%	0%	0%	0%	F	0.103	F	0.662	3100	F	2002
000				To:		TIC	S 460									
630)	2.11	1600	F	97%	2%	1%	0%	0%	0%	С	0.113	F	0.59	1700	F	2002
(630)				To:			2 106									
(620)	1.03	3000	R	From:		SK	. 100				NA			NA		08/16/2002
630				To:		74	(24									
(20)	1.51	8400	F	From: 98%	1%	0%	-634 1%	0%	0%	С	0.099	F	0.562	8900	F	2002
630	1.01	2.00	•	Ta-	1 /0			3,0		9	2.000	•	0.002	5550	•	_002
620	1.27	13000	F	From: 98%	1%	0%	-646 1%	0%	0%	F	0.097	F	0.552	13000	F	2002
630	1.41	10000	•	90 /0 To:	1 /0		Hopewell	0 /0	0 /0	'	0.031	'	0.002	13000	'	2002
				From:			-604		<u>-</u> -							
631)	0.44	170	R	<u> </u>		/+	007				NA			NA		08/16/2002
				To:		74	-675									
631)	0.35	210	R	From:			013				NA			NA		08/16/2002
				To:		74	-671									
						_				_			_		_	

						ocorge mainten									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince George County				From:		74-671		1							
(631)	1.83	150	R							NA			NA		08/16/200
				To-		74-638									
	0.17	110	R	From:		74-618				NA			NA		08/16/200
632	0.17	110	K	To:		Dead End				INA			INA		06/10/200
				From:		74-630		1							
634)	0.51	4600	F	96%	3%	1% 1%	0%	0%	С	0.099	F	0.575	4900	F	2002
				To:		SR 106									
	0.05	400		From:		74-629				NI A			NIA		00/44/000
635)	2.35	190	R							NA			NA		08/14/200
	3.75	270	R	From:		74-695				NA			NA		08/14/200
635)	3.73	270	K	. —						INA			INA		00/14/200
(00)	1.10	610	R	From:		74-665				NA			NA		08/14/2002
635)	1.10	0.0	• • • • • • • • • • • • • • • • • • • •	To:		74 (00				1473			147 (		00/14/200/
635)	2.20	520	R	From:		74-609				NA			NA		08/14/2002
635)				To:		SR 10									
				From:		74-635									
636	2.10	250	R	-				-		NA			NA		08/14/2002
				To: From:		74-686									
636	0.80	780	R	To:		74.600				NA			NA		08/14/2002
				From:		74-609		1							
637)	0.70	180	R	rioiii.		Sussex County Li	ne			NA			NA		08/16/2002
(637)	0.70	100	• • • • • • • • • • • • • • • • • • • •	To		SR 35				1473			147 (		00/10/2002
				From:		Sussex County Li	ne								
638)	0.88	150	F	95%	2%	1% 1%	1%	0%	F	0.124	F	0.513	150	F	2002
				To: From:		74-650									
638)	2.60	500	F	95%	2%	1% 1%	1%	0%	С	0.129	F	0.6	500	F	2002
				From:		SR 35									
638)	2.50	410	F	96%	2%	1% 0%	0%	0%	С	0.119	F	0.569	410	F	2002
				From:		74-662									
638	0.27	1100	F	96% To:	2%	1% 0% SR 156	0%	0%	F	0.114	F	0.694	1100	F	2002
				From:		SR 130									
639)	2.00	180	R	<u> </u>		5K 10				NA			NA		08/14/2002
000				To:		74-640									
639	1.66	130	R	From:		71010				NA			NA		08/14/2002
				To:		Dead End									
				From:		74-639									
640	1.00	30	R	To:		Dead End				NA			NA		08/14/2002
				From:											
(641)	1.36	1300	R	110111		SR 156				NA			NA		08/14/2002
041)	1.00			To:		74-646				, .					302002
641)	1.44	940	F	From:		/040				0.116	F	0.529	940	F	2002
				To:		SR 10 NORTH									
641)	3.00	190	R	From:		SR IV NORTH				NA			NA		08/28/2002
				To		SR 10 SOUTH									
				From:		SR 10									
642	0.53	2800	R							NA			NA		08/14/2002
				To:		74-1413									

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			-0C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince George County				From:		74-1413	3		<u> </u>						
642	0.07	680	R	<u> </u>						NA			NA		1999
				To: From:		74-1412	2		}						1000
642	0.06	610	R	_					,	NA			NA		1999
642)	0.12	540	R	From:		74-1411			j	NA			NA		1999
642				To:		74-1404 W									
642	0.07	500	R	From:		74-1405 W	EST		J	NA			NA		1999
				To:		74-1405 E	AST		<b>]</b>						
(642) (642)	0.07	430	R						_	NA			NA		1999
$\bigcirc$	0.00	050	_	To: From:		74-707			<del> </del>	NIA			NIA		4000
(642)	0.08	250	R	To:		74-706			1	NA			NA		1999
				From:		Dead En	d								
643)	0.09	20	R	To:		74.647			- 1	NA			NA		08/28/2002
				From:		74-647 SR 10; SR 156			<u> </u>						
644)	0.80	70	R			3K 10, 3K 130	Бураѕѕ		l.	NA			NA		09/24/2002
				To:		Dead En	d		]						
	0.78	4500	F	From: 99%	0%	NCL Peters		0%	F	0.088	F	0.512	4800	F	2002
645)	0.76	4500	Г	99 /0	0 70	74-684		0 70	1	0.000	ı	0.512	4800		2002
645)	1.19	1600	F	99%	0%	0% 0%		0%	F	0.113	F	0.507	1700	F	2002
				To:		74-725			<b> </b>						
(645) (645)	1.11	5500	F	99%	0%	0% 0%	6 0%	0%	С	0.1	F	0.615	5900	F	2002
$\bigcirc$	0.45	<b>-</b> 400		From:	00/	74-694		00/	<u> </u>	0.404		0.004	5500		2000
(645)	2.15	5100	F	99%	0%	0% 0%		0%	F 1	0.101	F	0.634	5500	F	2002
645)	0.19	4700	F	From: 99%	0%	2.15 M FRM		0%	F	0.101	F	0.564	5000	F	2002
(043)				To:		SCL Hopey			]		-				
$\bigcirc$			_	From:		74-630			l _						
646)	2.17	6800	F	99% To:	0%	0% 0% SR 156 SOI		0%	C 1	0.102	F	0.649	7200	F	2002
$\bigcirc$				From:		SR 156 NO	RTH								
646)	2.72	1300	F	99%	0%	0% 0%		0%	. F	0.101	F	0.581	1400	F	2002
646	0.81	730	F	From: 98%	1%	SR 156 By 0% 0%		0%	С	0.113	F	0.542	730	F	2002
(646)	0.01		•	To:	170	74-708		070		0.110		0.042	700		2002
646)	0.79	840	F	98%	1%	0% 0%	6 1%	0%	F	0.093	F	0.737	850	F	2002
				To: From:		74-641 EA 74-641 WE									
(646)	2.40	310	R			/4-041 WI	251		J	NA			NA		09/24/2002
				To:		74-609									
	0.46	360	R	From:		74-1159	)		ļ	NA			NA		1999
647)	0.40	300	- 1	To:		74-1200	)		1	INA			IVA		1000
647)	0.09	580	R	From:		/4-1200	,			NA			NA		1999
				To: From:		74-643			<b>]</b>						
647)	0.44	600	R						1	NA			NA		1999
				To: From:		74-646 Dead En			l						
648)	0.11	70	R	<u> </u>		Dead En	u		ı	NA			NA		1999
				To:		74-652									

					Prince	e George Mainte	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince George County				From:		74-652									
648)	0.11	150	R	<u> </u>		74-032				NA			NA		1999
	0.04	400		From:		74-651				NIA			NIA		4000
648)	0.31	420	R	To		US 301				NA			NA		1999
				From:		74-626									
649	0.33	2100	F	98%	1%	1% 0%	0%	0%	F	0.115	F	0.587	2200	F	2002
649	0.36	1600	F	From: 98%	1%	74-1003 1% 0%	0%	0%	F	0.119	F	0.528	1700	F	2002
649	0.46	1700	F	From: 98%	1%	74-1004 1% 0%	0%	0%	F	0.119	F	0.529	1800	F	2002
649	0.30	1700	F	From: 98%	1%	74-661 1% 0%	0%	0%	F	0.112	F	0.629	1800	F	2002
				To: From:		74-1010									
649	0.95	2200	F	98%	1%	1% 0%	0%	0%	С	0.115	F	0.644	2300	F	2002
				To:		74-630									
(FD)	3.50	90	R	From:		74-623				NA			NA		08/16/2002
650	0.00	00		To:		74-638				14/1			14/1		00/10/2002
				From:		Dead End									
(651)	0.17	140	R							NA			NA		1999
				To-		74-648									
$\bigcirc$				From:		Dead End									
652	0.04	20	R	т		74.640				NA			NA		1999
				To:		74-648									
( <del></del> )	6.37	120	R	From:		74-611				NA			NA		08/14/2002
653)	0.07	120		т						IVA			IVA		00/14/2002
(CE)	0.80	190	R	From:		74-602				NA			NA		08/14/2002
653	0.00		•••	To:		74-611									00/1 //2001
				From-		74-646									
655)	1.00	180	R							NA			NA		1993
				To:		Dead End									
$\sim$				From:		74-614									
656	1.50	20	R	To:		D1E1				NA			NA		08/14/2002
				From:		Dead End									
(657)	0.11	3000	R			Dead End				NA			NA		1993
037)	-			To:		US 460									
				From:		74-611									
658	1.30	100	R							NA			NA		08/14/2002
				To-		74-616									
	0.00		_	From:		Sussex County L	ine								00/40/000
659	0.89	30	R							NA			NA		08/16/2002
	4.04	200		From:	0	0.89 MN Sussex Cou	nty Line			NIA			NIA		00/40/000
(659)	1.01	200	R	To-		74-619				NA			NA		08/16/2002
				From:		Dead End		<u> </u>							
661)	0.69	320	R	<u> </u>		Dead Ella				NA			NA		08/16/2002
				To:		74-1031									
661)	0.29	490	R	From:		/4-1031				NA	_		NA		08/16/2002
661)			• •	To:		74-1034									
661)	0.10	700	R	From:		/4-1034				NA			NA		08/16/200
661				То:		74-649									
<del></del>				-											

					Timbe George Waintenance / trea				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak il Hour	()K	AAWDT QW	/ Year
Prince George County				From:	74-638	1			
662	3.35	260	R		/4-036	NA NA		NA	08/16/200
				To	74-627				
$\sim$				From:	74-669	]			
663)	0.07	140	R	To:	74-616	NA T		NA	1999
				From:	74-616	1			
664	0.26	110	R		/4-040	J NA		NA	1999
00+)				To:	Dead End				
				From:	74-635				
665	0.87	190	R	To:	D 15 1	NA T		NA	1999
				From:	Dead End	1			
666	2.20	160	R	rioni.	74-616	J NA		NA	08/16/200
666				To:	74-635	]			00/ 10/20
				From:	74-623				
667)	1.53	110	R			NA		NA	08/16/200
				To:	US 301				
	0.32	270	R	From:	SR 35	NA		NA	08/16/200
668	0.52	210	IX.	To	US 301; SR 156	]		IVA	00/10/200
				From:	Dead End				
669	0.05	110	R			NA		NA	1999
				To:	74-663				
$\bigcirc$	0.00	70	_	From:	FR-294	]		NIA.	4000
670	0.23	70	R			NA -		NA	1999
	0.03	130	- В	From:	74-676	NA		NA	1999
670	0.03	130	R	To:	74-623	]		NA .	1999
				From:	FR-295				
(671)	0.20	70	R	<u></u>		NA		NA	1999
				To:	74-631				
$\bigcirc$	0.47	_		From:	Dead End	]			4000
672	0.17	3	R	To:	74-667	NA T		NA	1999
				From:	74-604	<u>!</u>			
673)	0.06	320	R		/4-004	NA		NA	1999
				To:	US 301				
$\sim$				From:	SR 156 SOUTH				
674	0.91	1300	R	To:	CD 154 MODTH	NA T		NA	1999
				From:	SR 156 NORTH	1			
675	0.11	250	R		74-631	NA NA		NA	1999
073)	• • • • • • • • • • • • • • • • • • • •			To:	US 301	]			
				From:	74-670				
676)	0.21	60	R			NA		NA	1999
				To:	Dead End				
	0.24	NA		From:	74-00622(B)/	NA		NA	
677)	0.24	INA		To:	Cul-de-Sac/	] INA		INA	
				From:	Dead End	1			
684)	0.53	1000	R	<u> </u>	Down Division	NA		NA	1999
				To-	74-645				
$\overline{}$				From:	Dead End				
685	0.53	210	R	To	74-645	NA T		NA	09/23/200
					/4-043	1			

					Prince George Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	QC F	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince George County				-								
(696)	1.31	130	R	From:	Dead End	l	NA			NA		08/14/2002
(686)	1.01			To:	74-636	]						00/11/2002
				From:	74-641							
693	1.45	170	R	To:	Dead End	 	NA			NA		08/14/2002
				From:	74-645	<u> </u>						
694)	0.34	480	R	<u> </u>	/4-043	J I	NA			NA		1999
				To: From:	74-697							
(604)	0.06	30	R	rioiii.	34-697	J	NA			NA		1999
694)	0.00			To:	Dead End	]						
				From:	74-618							
695)	1.40	160	R	. —		1	NA			NA		08/14/2002
				To: From:	74-635	<u> </u>						
(606)	0.47	130	R	From:	74-605	J	NA			NA		08/16/2002
696	0.41	100		To:	FR-122	]	14/1			14/1		00/10/2002
				From:	Cul-de-Sac							
697)	0.11	80	R			· •	NA			NA		1999
				To:	74-694							
	0.21	220	R	From:	74-699	J	NA			NA		09/23/2002
698)	0.21	220	IX	To-	74-694	]	INA			INA		09/23/2002
				From:	Dead End							
699	0.20	220	R			•	NA			NA		09/23/2002
				To: From:	74-698	<u> </u>						
699	0.03	10	R	. —		1	NA			NA		09/23/2002
				To: From:	Cul-de-Sac	<u> </u>						
(703)	0.45	60	R	r tolli.	Dead End	l 	NA			NA		1999
703				To:	74-618							
				From:	0.04 MS 74-642							
(706)	0.04	6	R			ļ	NA			NA		08/14/2002
				From:	74-642	<del> </del>						
706	0.30	260	R	To:	Dead End	 	NA			NA		08/14/2002
				From:	74-642	1						
707)	0.10	230	R	<u> </u>	, , , , 12		NA			NA		1999
				To: From:	0.10 MN 74-642	<b> </b>						
707	0.06	300	R	rioiii.		•	NA			NA		1993
				To: From:	74-1419	}						
707	0.12	60	R	. —		1	NA			NA		08/14/2002
				To:	Cul-de-Sac	1						
(709)	0.60	140	R	From:	74-646	J	NA			NA		09/23/2002
708		- • •		To:	Dead End	<u> </u>						
_		<u> </u>		From:	SR 106				<u> </u>			
709	0.03	330	R			I	NA			NA		1999
				To: From:	Begin Loop	}						
709	0.04	160	R				NA			NA		1999
				From:	74-712; 74-724	]	N					
709	0.06	410	R	To:	End Loop	 	NA			NA		1999
					сиа гоор	<u>!</u>						

					Prince George Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()()	Peak Hour	ΩK	Dir AAWDT actor	QW Ye	ear
Prince George County				From:	SR 156						
710)	1.58	530	R	<u> </u>	5K 130		NA		NA	09/23	3/2002
				To-	74-609						
				From:	US 301						
711)	0.94	580	R	To:	OD 156	ı	NA		NA	08/16	/200
				From:	SR 156						
712)	0.08	820	R		SR 106		NA		NA	19	999
(112)				To:	74-709; 74-724						
				From:	74-618						
719	0.23	110	R	. —		ì	NA		NA	08/16	;/200
				To:	74-625						
	0.22	130	R	From:	US 301		NA		NA	10	999
720	0.22	130	K	. —		ì	INA		INA	18	199
	0.18	40	R	From:	74-1602		NA		NA	10	999
720	0.10	40	IX.	To:	Dead End		INA		INA	13	133
				From:	74-630						
721)	0.42	500	R				NA		NA	08/28	3/2002
				To:	Dead End						
$\bigcirc$	2.12			From:	74-646					20/05	
723)	0.16	430	R	To:	SR 156	İ	NA		NA	08/28	1/2002
				From:	SR 106; 74-616						
724)	0.17	660	R	<u> </u>	SK 100, /4-010		NA		NA	19	999
(124)				To:	74-709; 74-712						
				From:	SR 36						
725)	0.85	2900	R	_		i	NA		NA	09/23	/2002
				To:	74-645						
	0.18	150	R	From:	Dead End		NA		NA	09/23	ร/วกก
(726)	0.10	130	IX.	To:	SR 106		INA		INA	09/20	1200
				From:	Dinwiddie County Line						
(770)	0.45	150	R				NA		NA	19	999
				To:	74-622						
$\bigcirc$	0.00			From:	Dead End					46	
1001)	0.09	80	R	To:	74-649	Ī	NA		NA	19	999
				From:	Dead End						
(1002)	0.09	70	R	<u> </u>	Dead End	I	NA		NA	19	999
				To:	74-649						
				From:	74-649						
(1003)	0.08	250	R				NA		NA	19	999
$\overline{\bigcirc}$			_	From:	74-1005						
(1003)	0.16	250	R	To:	74 1004	Ī	NA		NA	08/16	/2002
				From:	74-1004						
(1004)	0.06	49	R		Dead End		NA		NA	19	999
(1004)				To:	74-1003						
(1004)	0.13	210	R	From:	/4-1003		NA		NA	19	999
		-		To-	74-649						
				From:	74-626			<u> </u>			
(1005)	0.07	320	R				NA		NA	08/16	i/2002
				To: From:	74-1007						
(1005)	0.07	240	R			Ì	NA		NA	08/16	/2002
				To:	74-1006						

				2Axie 3+Axie	1Trail 2Trail	Hour	QK	Factor	AAWDT	QVV	Year
			From:	74-1006							
0.26	220	R				NA			NA		08/16/2002
0.08	60	R	From:	74-1005		NΑ			NΔ		08/16/2002
0.00	00		To:	Cul-de-Sac		IVA			IVA		00/10/2002
			From:	74-1005							
0.04	40	R				NA			NA		08/16/2002
N 1Q	530	R	From:	74-649		NΔ			NΔ		1999
0.13	550		To:	74 1011		IVA			14/5		1555
0.08	80	R	From:	/4-1011		NA			NA		1999
			To:	Dead End							
			From:	74-1010							
0.07	340	R				NA			NA		08/16/2002
			To: From:	74-1012							
0.12	120	R	To	Dood End		NA			NA		08/16/2002
					1						
0.08	50	R		Cui-de-Sac		NA			NA		08/16/2002
			To:	74-1011							
0.12	150	R	From:	711011		NA			NA		08/16/2002
			To:	Dead End							
			From:	Dead End							
0.03	20	R				NA			NA		1999
0.07	200		To: From:	74-1015		NIA			NIA		1000
0.07	200	ĸ	To:	74-649		INA			INA		1999
			From:								
0.07	80	R				NA			NA		1999
			To:	74-1014							
0.09	90	R				NA			NA		1999
0.08	170	Р	From:	74-1027		NΔ			NΔ		08/16/2002
0.00	170	IX.	To:	74-1020		INA			INA		00/10/2002
			From:								
0.08	200	R				NA			NA		08/16/2002
				74-1027							
0.45	440		From:	Dead End		NIA			NIA		00/40/0000
0.15	140	ĸ	_		•	NA			NA		08/16/2002
0.10	130	R	From:	74-1019		NΔ			NΔ		08/16/2002
0.10	100		To:	74-1018		IVA			14/5		00/10/2002
			From:								
0.06	48	R				NA			NA		1999
			To: From:	74-1022							
0.08	180	R				NA			NA		1999
0.04	20	Б	From:	Dead End		NI A			NI A		1000
0.04	30	К				NΑ			NA		1999
0.25	٩n	P	To: From:	74-1023		NΙΛ			NΑ		1999
0.20	90	L/	To:	74-1021		INA			INA		1333
	0.08  0.04  0.19  0.08  0.07  0.12  0.08  0.12  0.03  0.07  0.07  0.09  0.08  0.15  0.10  0.06	0.08 60  0.04 40  0.19 530  0.08 80  0.07 340  0.12 120  0.08 50  0.12 150  0.03 20  0.07 200  0.07 200  0.07 80  0.09 90  0.08 170  0.08 200  0.15 140  0.10 130  0.06 48  0.08 180	0.08 60 R  0.04 40 R  0.19 530 R  0.08 80 R  0.07 340 R  0.02 120 R  0.08 50 R  0.12 150 R  0.07 200 R  0.07 200 R  0.07 80 R  0.07 80 R  0.09 90 R  0.08 170 R  0.08 170 R  0.08 200 R  0.15 140 R  0.10 130 R  0.10 130 R  0.06 48 R  0.08 180 R	0.26	0.26   220   R						

					Fillice George Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC H	eak Our	Oir Factor	AAWDT	QW	Year
Prince George County				From:	74-1021	1					
(1022)	0.04	10	R	<u> </u>	/==1021	١	Α		NA		1999
				To-	Dead End						
	0.08	60	R	From:	74-1022	]	Α		NA		1999
1023	0.00	00	1	To:	US 301		^		IVA		1999
				From:	74-1025						
1024	0.11	700	R	To:	US 301	۱ ا	Α		NA		1999
				From:	Dead End						
1025	0.04	10	R		Doug End	N	Α		NA		1999
				From:	74-1027	<del></del>					
1025	0.09	570	R				Α		NA		1999
	0.05	770	R	From:	74-1026	<u> </u>	Α		NA		1999
1025	0.00		ri.	To:	74-1024	<u> </u>			INA		1999
				From:	74-1028						
1026	0.17	180	R	To:	74-1025	۱ ا	Α		NA		1999
				From:	Dead End	<u> </u>					
1027	0.19	150	R		Dead End	, ,	Α		NA	(	08/16/200
				To: From:	74-1019	}					
1027	0.10	190	R			١	Α		NA	(	08/16/200
	0.40	400		From:	74-1018	<del>                                     </del>	Δ.		NIA		4000
1027	0.12	490	R			יו	Α		NA		1999
1027	0.13	540	R	From:	74-1028	<u> </u>	Α		NA		1999
				To:	74-1025						
$\bigcirc$	0.07		_	From:	74-1027						4000
1028	0.07	60	R			۱ ۱	Α		NA		1999
1028	0.05	20	R	From:	74-1026	, N	Α		NA		1999
				To:	Dead End						
$\bigcirc$	0.00	=00	_	From:	74-649						4000
1030	0.06	520	R			۱ ۱	Α		NA		1999
1030	0.08	230	R	From:	74-1031	<u> </u>	Α		NA		1999
(1030)				To:	74-1032	<u> </u>					
1030	0.09	160	R	From:		N	Α		NA		1999
				From:	74-1033	<b></b>					
1030	0.06	40	R	To:	Cul-de-Sac	۱ ۱	Α		NA		1999
				From:	74-661						
1031)	0.26	80	R	<u> </u>	/ 1 001	١	Α		NA	(	08/16/200
				To: From:	74-1034	}					
1031	0.23	40	R	To:	74 1020	۱ ۱	Α		NA		1999
				From:	74-1030 74-1034						
1032	0.22	70	R	<u> </u>	/4-1034	) 1	Α		NA		1999
				To:	74-1030						
$\bigcirc$	0.01	60	В	From:	74-1034		Λ		NIA		1000
(1033)	0.21	60	R	To:	74-1030	\ ]	Α		NA		1999
					/11050	1					

					Prince G	Seorge Maintenance /	Area							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trai	I 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince George County				From:		74-661	1							
1034	0.07	400	R	<u> </u>		74-001			NA			NA		1999
				To: From:		74-1031								
1034	0.08	250	R						NA			NA		1999
				From:		74-1032								
1034	0.09	180	R						NA			NA		1999
	0.14	80	R	From:		74-1033			NA			NA		1999
1034	0.14	80	K	To:		Cul-de-Sac	1		INA			INA		1999
				From:		Cul-de-Sac								
1035)	0.14	170	R						NA			NA		1999
				To-		74-661								
	0.10	80	R	From:		74-1035			NA			NA		1999
1037	0.10	60	K	To:		Cul-de-Sac			INA			INA		1999
				From:		74-649								
1040	0.33	600	R						NA			NA		08/16/200
				To:		Dead End								
$\bigcirc$	0.07	40	_	From:		74-1040			NIA			NIA		00/16/200
(1041)	0.07	40	R	To:		Cul-de-Sac	1		NA			NA		08/16/200
				From:		74-1040								
1042	0.09	60	R						NA			NA		08/16/200
				To:		Cul-de-Sac								
$\bigcirc$	0.77	N14		From:		74-00646(B)/			NIA			NIA		
1045	0.77	NA		To:		Cul-de-Sac/	1		NA			NA		
				From:		74-01045(B)/								
(1046)	0.54	NA		<u> </u>		/ 1 010 13(B)/			NA			NA		
<u> </u>				To:		74-01045(B)/								
$\bigcirc$				From:		Cul-de-Sac/								
1047	0.06	NA		To:		74-01046(B)/			NA			NA		
				From:		Cul-de-Sac/								
(1048)	0.14	NA				cur de Suo			NA			NA		
				To:		Cul-de-Sac/								
$\bigcirc$	0.00			From:		74-00619(B)/								
(1070)	0.80	NA		To:		Dead End/			NA			NA		
				From:		Dead End	1							
(1101)	0.19	30	R						NA			NA		09/23/200
				To:		US 460								
$\bigcirc$	0.05			From:		74-629								1000
(1102)	0.35	90	R	To:		Dead End			NA			NA		1999
				From:		74-641								
(1105)	0.50	120	R	<u> </u>					NA			NA		1999
				From:		74-1106								
1105	0.05	90	R						NA			NA		1999
				From:		74-1107								
(1105)	0.56	200	R			OD 1567			NA			NA		1999
				To:		SR 156 Bypass								
(1106)	0.18	100	R	From:		74-1105			NA			NA		1999
1106	0.10	100	11	To		Cul-de-Sac			1 1/7			INA		1000
							-							

					Prince George Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	$\cap$ C	(.)K	AAWDT QW	Year
Prince George County				From:	74-1105				
(1107)	0.13	10	R		7. 1100	NA		NA	1999
				To:	Cul-de-Sac				
$\bigcirc$				From:	ECL Petersburg				1000
1111	80.0	320	R	To:	74-1113	NA I		NA	1999
				From:	ECL Petersburg				
(1112)	0.27	150	R	<u> </u>	ECL Tetersoning	I NA		NA	1999
				To:	74-1113				
				From:	NCL Petersburg				
1113	0.20	80	R			NA		NA	1999
				To: From:	74-1111				
(1113)	0.37	150	R			NA		NA	1999
				From:	74-1112				1000
(1113)	80.0	220	R	To:	74-603	NA I		NA	1999
				From:					
(1115)	0.05	60	R		Cul-de-Sac	l NA		NA	1999
				To:	74-1116				
(1115)	0.08	180	R	From:	74-1110	NA		NA	1999
				To:	SR 106				
				From:	74-1115				
1116)	0.08	70	R	_		NA		NA	1999
				To-	Cul-de-Sac				
$\bigcirc$	0.29	120	R	From:	Cul-de-Sac	l NA		NA	1999
1120	0.29	120	K	To:	74-604	INA		IVA	1999
				From:	SR 156 Bypass				
(1125)	0.89	320	R		200 200 25,5000	NA		NA	1999
				To:	74-1127				
$\bigcirc$				From:	Cul-de-Sac				
1126	0.39	100	R	To:	Cul-de-Sac	NA		NA	09/23/2002
				From:	74-1125				
(1127)	0.18	30	R	<u> </u>	/4-1123	NA		NA	09/23/2002
				To:	Cul-de-Sac				
				From:	74-1131				
(1130)	0.26	150	R	_		NA		NA	08/16/2002
				To:	74-622				
	0.14	40	R	From:	Cul-de-Sac	l NA		NA	08/16/2002
(1131)	0.14	40	K			INA I		IVA	00/10/2002
(4)	0.08	110	R	From:	74-1130	NA		NA	08/16/2002
(1131)	0.00		• • • • • • • • • • • • • • • • • • • •	To:	74-1132			10/1	00/10/2002
				From:	74-1131				
(1132)	0.13	40	R			NA		NA	08/16/2002
				To:	Cul-de-Sac				
$\bigcirc$	0.07	242		From:	74-608			NIA	00/40/0000
1140	0.37	310	R			NA		NA	08/16/2002
$\bigcirc$	0.42	00		From:	74-1141	NI A		NA	00/16/2003
1140	0.13	80	R	To:	74-1142	NA I		NA	08/16/2002
				From:	74-1140				
(1141)	0.11	100	R		/T-117U	NA		NA	08/16/2002
				To	74-1142				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	OC.	()K	AAWDT	QW Year
Prince George County				From:	Dead End				
1142	80.0	20	R			NA		NA	08/16/2002
	0.00	40		To: From:	74-1141			NIA	00/40/000
(1142)	0.08	46	R	т	54.1140	NA 1		NA	08/16/2002
(1142)	0.02	20	R	From:	74-1140	NA		NA	08/16/2002
				To:	Cul-de-Sac	1			
$\bigcirc$	0.40	00		From:	74-1140	]		NIA	4000
1143)	0.18	80	R	To:	74-608	NA ]		NA	1999
				From:	Cul-de-Sac				
1150	0.19	NA				NA		NA	
	0.40	450		To: From:	74-1158	]		NIA	1000
(1150)	0.19	450	R	To	74.1157	NA 1		NA	1999
(1150)	0.08	510	R	From:	74-1157	NA		NA	1999
				To: From:	74-1156	1			
(1150)	0.08	760	R	rioin.		NA		NA	1999
				To: From:	74-1155	<del></del>			
1150	0.07	1000	R			NA -		NA	1999
(450)	0.07	1100	R	From:	74-1154	NA		NA	1999
(1150)	0.01	1100		To:	74-1153	1		101	1000
(1150)	0.10	1300	R	From:	711100	NA		NA	1999
				To: From:	74-1152	]			
(1150)	0.04	1400	R			NA		NA	1999
	0.20	1600		From:	74-1151	NA		NA	1999
(1150)	0.20	1000	R	To:	SR 156	INA ]		INA	1999
				From:	74-1150				
(1151)	0.11	110	R	To:	Cul-de-Sac	NA 1		NA	1999
				From:	Cul-de-Sac	<u> </u>			
(1152)	0.05	60	R		Cai de Sae	NA		NA	1999
				To:	74-1150				
1153	0.06	80	R	From:	Cul-de-Sac	NA		NA	1999
(1153)	0.00			To:	74-1150	1			1000
$\overline{}$				From:	Cul-de-Sac				
(1154)	0.06	70	R	To:	74-1150	NA 1		NA	1999
				From:	Dead End	l			
(1155)	0.19	140	R	<u>-</u>		NA		NA	1999
				To:	74-1150				
1156	0.08	50	R	From:	74-1150	J NA		NA	08/28/2002
				To:	Dead End	]			
$\bigcirc$	2.22	4=4	_	From:	Dead End			<b>N</b> 1.4	1000
(1157)	0.32	170	R	To:	74-1150	NA ]		NA	1999
				From:	Dead End				
1158	0.07	46	R			NA		NA	1999
				To:	74-1150	<u> </u>			

						eorge Mairitei									
Route	Length	AADT	QA	4Tire	Bus 2	Tru Axle 3+Axle	uck 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince George County				From:		74-647		1							
(1159) Haley Rd	0.17	NA								NA			NA		
$\bigcirc$				To:		74-1150									
$\bigcirc$	0.50	400	_	From:		74-603 SOUTH	ł			NIA			NIA		00/04/000
(1170)	0.59	100	R	To:		74-603				NA			NA		09/24/200
				From:		74-1170									
(1171)	0.15	40	R	<u> </u>		74-1170				NA			NA		09/24/200
				To:		Dead End									
$\sim$				From:		74-1170									
1172	0.05	20	R	To:		D IF I				NA			NA		09/24/200
				From:		Dead End									
1173	0.04	10	R	rioiii.		Dead End				NA			NA		09/24/200
1173	0.04	.0		To:		74-1170				147 (			147.		00/24/200
				From:		Dead End									
1174	0.04	10	R							NA			NA		09/24/200
				To:		74-1170									
$\bigcirc$				From:		74-1170									
1175	0.13	30	R	To:		Dead End				NA			NA		09/24/200
				From:											
1176	0.09	20	R	110		74-1175				NA			NA		09/24/200
1176	0.00		••	To:		Dead End		1							00/2 1/200
				From:		Dead End									
1177	0.03	6	R							NA			NA		09/24/200
				To:		74-1176									
$\bigcirc$			_	From:		Dead End									001011001
1178	80.0	10	R	To:		74-1175		1		NA			NA		09/24/200
				From:		Dead End		<u>.</u>							
1200)	0.55	210	R	<u> </u>		Dead Elid				NA			NA		1999
(1200)				To:		74-647									
				From:		SR 10									
1201)	0.20	310	F	90%	3%	1% 0%	5%	0%	С	0.088	F	0.7	310	F	2002
				To:		74-611									
$\bigcirc$	0.40	070	_	From:		74-630				NIA			NIA		4000
1205	0.13	270	R	To:		Dead End				NA			NA		1999
				From:		Dead End		1							
1206)	0.23	200	R			Dead End				NA			NA		1999
				To:		74-630									
				From:		SR 10									
1210)	0.23	150	R							NA			NA		1999
				To:		Dead End									
	0.40	240	_	From:		SR 156 SOUTH	I			NIA			NIA		00/44/000
1220	0.43	340	R							NA			NA		08/14/200
	0.66	210	R	From:		74-1221		-		NA			NA		08/14/200
1220	0.00	210	ĸ	To:		SR 156 NORTI	Н			INA			INA		JU/ 14/200
				From:		Dead End		<del></del>							
(1221)	0.04	20	R			D vad Lind		ļ		NA			NA		08/14/200
$\bigcup_{i=1}^{n}$				To:		74-1220									
				From:		Cul-de-Sac									
1222	0.11	20	R							NA			NA		08/14/200
				To-		74-1220; 74-122	23								

					Fillice George M	anticharice /								
Route	Length	AADT	QA	4Tire	Bus 2Axle 3-	Truck +Axle 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince George County				From:	74-1220;	74 1222	1							
(1223)	0.08	20	R	<u></u>	/4-1220,	74-1222			NA			NA		08/14/200
				To-	Cul-de	:-Sac								
$\bigcirc$	0.00	20	R	From:	Cul-de	-Sac			NΙΛ			NIA		00/14/200
1224	0.08	30	ĸ	To:	74-12	220			NA			NA		08/14/200
				From:	74-7									
(1230)	0.21	300	R						NA			NA		08/28/200
				To: From:	74-12									
1231)	0.22	120	R	T TOME.	Cul-de	:-Sac			NA			NA		08/28/200
				To:	Cul-de	-Sac								
$\bigcirc$				From:	SR 1	56								
1301)	80.0	790	R						NA			NA		1999
	0.07	400	R	From:	74-1	303			NA			NA		1999
(1301)	0.07	400	K	To:	74.1	205			INA			INA		1999
(1301)	0.05	320	R	From:	74-1:	303			NA			NA		1999
				To-	74-13	302								
$\bigcirc$			_	From:	Dead	End								4000
1302	0.07	50	R						NA			NA		1999
4000	0.07	230	R	From:	74-1	301			NA			NA		1999
1302	0.07	230	1	To:	74.1	206			INA			INA		1999
1302	0.06	170	R	From:	74-1:	300			NA			NA		1999
				To: From:	74-1:	308								
1302	0.08	120	R	rioni.					NA			NA		1999
				To: From:	74-13	309	-							
1302	0.03	30	R	To:	Dead	End	1		NA			NA		1999
				From:	74-1:									
1303	0.06	280	R		711.	501			NA			NA		1999
_				To: From:	74-1	306	ŀ							
1303)	0.06	190	R						NA			NA		1999
				To: From:	74-1	308								4000
1303	0.08	90	R	To:	Dead	End			NA			NA		1999
				From:	74-1:									
1304	0.06	20	R						NA			NA		1999
				To-	Dead									
1305)	0.11	60	R	From:	Dead	End			NA			NA		1999
1305	J		••	To:	74-1	301			, .					
				From:	74-1:	303								
1306	0.11	80	R	To:	74-1:	202			NA			NA		1999
				From:	Dead		<u>l</u>							
1307	0.04	4	R	<u>.                                    </u>	Beau				NA			NA		1999
				From:	74-1	313								
1307	0.04	370	R						NA			NA		1999
				To: From:	74-13	319	-							
1307	0.10	360	R	То:	74-1	215			NA			NA		1999
					/4-1.	J1J								

						George Maintenance								
Route	Length	AADT	QA	4Tire	Rue	Truck 2Axle 3+Axle 1Tra		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince George County				From:			· · · · · ·							
(1307)	0.08	360	R	rioni.		74-1315			NA			NA		1999
				To:		74-1325								
$\bigcirc$	0.06	90	R	From:		74-1303			NA			NA		1999
(1308)	0.00	90	K	To:		74 1204			INA			INA		1999
(1308)	0.05	80	R	From:		74-1304			NA			NA		1999
				To: From:		74-1302								
(1308)	0.04	20	R	To:		D1F1			NA			NA		1999
				From:		Dead End 74-1302	<u>_</u>							
(1309)	0.04	30	R	<u> </u>		74-1302			NA			NA		1999
				To:		Dead End								
(1)	0.05	20	R	From:		74-1325			NA			NA		1999
(1310)	0.00	20		To:		Cul-de-Sac			IVA			TVA		1000
				From:		74-1324								
(1311)	0.05	40	R	To:		Cul-de-Sac			NA			NA		1999
				From:		74-1324	1							
1312	0.21	830	R						NA			NA		1999
				To:		74-1332								
(1313)	0.10	140	R	From:		74-1323			NA			NA		1999
1010				To:		74-1322								
(1313)	0.08	370	R	From:					NA			NA		1999
				To: From:		74-1307								
(1313)	0.17	280	R						NA			NA		09/24/200
	0.05	30	R	From:		74-1315			NA			NA		09/24/200
(1313)	0.00			To:		Dead End			1471			147.		00/24/200
				From:		74-1324								
1314)	0.05	70	R	To:		Cul-de-Sac			NA			NA		1999
				From:		74-1307	<u> </u>							
(1315)	0.05	170	R	_					NA			NA		09/24/200
				To: From:		74-1313								
(1316)	0.08	240	R			74-1324			NA			NA		1999
				To:		74-1317	<del></del> -							
1316	0.09	180	R	rioni.					NA			NA		1999
	2.00	450		To: From:		74-1331								1000
(1316)	0.06	150	R	To:		74-1332			NA			NA		1999
				From:		74-1316	1							
(1317)	0.07	110	R						NA			NA		1999
				To: From:		74-1342	<u> </u>							
1318	0.14	40	R	r toill.		74-1325			NA			NA		1999
				To: From:		74-1343								
1318)	0.14	200	R						NA			NA		1999
				To:		74-1342								
(1310)	0.10	230	R	From:		74-1323			NA			NA		1999
(1319)	<u> </u>			To:		74-1320								
								_						_

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		()(:	Peak Hour Qh	Dir Factor	AAWDT QW	Year
Prince George County				From:		74-1320	Ī					
1319	0.02	290	R			, , , , , , , , , , , , , , , , , , , ,			NA		NA	1999
	0.00	420		To: From:		74-1322			NI A		NIA	1000
1319	0.08	130	R	Tn		74-1307			NA		NA	1999
				From:		74-1319						
1320	0.04	570	R						NA		NA	1999
_	0.07	210	R	From:		74-1321			NA		NA	1999
1320				To: From:		Begin Loop						
1320	0.36	220	R	-					NA		NA	1999
				To: From:		End Loop						
1321)	0.52	230	R			Dead End			NA		NA	1999
				To: From:		74-1323	-					
1321	0.10	170	R	To:		74-1320			NA		NA	1999
				From:		Dead End	<u>_</u>					
1322)	0.06	49	R						NA		NA	1999
<u> </u>				From:		74-1313						
1322	0.05	240	R	To-		74-1319			NA		NA	1999
				From:		74-630						
1323	0.05	900	R						NA		NA	1999
$\overline{\bigcirc}$	0.05	610	R	To: From:		74-1313			NA		NA	1999
1323	0.03	010	Α.	To:		74-1319			INA		INA	1999
1323)	0.05	220	R	From:		/4-1319			NA		NA	1999
				To:		74-1321						
1324	0.08	1900	R	From:		74-1325			NA		NA	1999
1324				To:		74-1311						
1324	0.06	1900	R	From:					NA		NA	1999
				From:		74-1312						1000
1324	0.06	1600	R	т		74 1214			NA		NA	1999
1324	0.06	1400	R	From:		74-1314			NA		NA	1999
				To: From:		74-1316						
1324	0.09	1300	R	To:		74 1242			NA		NA	1999
				From:		74-1342 Cul-de-Sac						
1325	0.37	420	R			Cui-uc-pac			NA		NA	1999
				To- From:		74-1318						
1325	0.06	480	R	,					NA		NA	1999
	0.06	360	R	From:		74-1324			NA		NA	1999
1325	2.00			To:		74-1310						.500
1325	0.18	360	R	From:					NA		NA	1999
				To:		74-1307						
1326	0.16	1300	R			SR 156			NA		NA	1999
				To: From:		74-1327						
1326	0.06	970	R	To:		74-1328			NA		NA	1999

					Prince George Maintenance Area					
Route	Length	AADT	QA	4Tire	BusTruckTruck-2Trail	OC.	( ) \	Oir Factor	AAWDT QW	Year
Prince George County				From:	74-1328					
1326	0.08	820	R		/4-1328	N.	4		NA	1999
				To: From:	74-1329					
326	0.10	440	R			N	4		NA	1999
				To: From:	74-1330		_			
1326	0.07	250	R			N	4		NA	1999
	0.17	120	R	From:	74-1333	N	۸		NA	1999
1326	0.17	120	K	To:	74-1334	IN.	`		NA .	1998
				From:	74-1326					
1327)	0.08	90	R			N	4		NA	1999
				Tn-	74-1336					
	0.09	120	R	From:	74-1326	l N	۸		NA	1999
1328	0.00	120		To:	74 1227	i v.	`		IVA	1000
1328	0.09	100	R	From:	74-1336	N	Α		NA	1999
1020)				To:	Dead End					
				From:	74-1326					
1329	0.06	260	R			N	4		NA	1999
				From:	74-1334					
1329	0.10	190	R			N	4		NA	1999
$\overline{}$	0.05	70	R	From:	74-1335	N	۸		NA	1999
1329	0.05	70	K	To:	Dead End	IN.	٦.		NA	1998
				From:	74-1326					
1330	0.06	140	R	<u></u>		N	4		NA	1999
				To: From:	74-1334					
1330)	0.05	130	R			N.	4		NA	1999
				To: From:	74-1335					
1330	0.07	60	R	To:	D 15 1	N.	4		NA	1999
				From:	Dead End					
1331)	0.12	170	R		Cul-de-Sac	l N	4		NA	1999
1001)				To:	74-1316					
				From:	74-1312					
1332	0.15	910	R			N	4		NA	1999
$\bigcirc$				From:	74-1316					4000
1332	0.07	1200	R	To:	Old Iron Rd	N. I	4		NA	1999
				From:	74-1326					
1333)	0.06	110	R	<u> </u>	7 . 1320	N.	4		NA	1999
<u> </u>				To-	74-1334					
1333	0.07	80	R			N	4		NA	1999
				To:	Dead End					
_	0.10	140	R	From:	74-1329	N	^		NA	1999
1334	0.10	140	ĸ	. —		IN.	٦.		INA	1999
1224)	0.07	80	R	From:	74-1330	N	Δ		NA	1999
1334	J.01			To	74 1222					1000
1334	0.06	60	R	From:	74-1333	N	۹		NA	1999
				To:	74-1326					
				From:	74-1329					
1335	0.10	80	R	T	7/ 1000	N	4		NA	1999
				To:	74-1330					

					Fillice George Mailiteriance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	QC	Peak Hour	QK Dir Factor	AAWDT	QW	Year
Prince George County				From:	74-1327	1					
1336	0.07	40	R		/4-132/	_	NA		NA		1999
				To:	74-1328						
$\sim$				From:	SR 36						
1337)	0.31	5300	R	To:	D 15 1	7	NA		NA		1999
				From:	Dead End	1					
1338)	0.10	60	R		Cul-de-Sac		NA		NA		1999
				To:	74-1326						
				From:	Cul-de-Sac						
1342	0.06	190	R				NA		NA	(	09/24/20
				From:	74-1344	]					
1342	0.07	640	R			_	NA		NA		1999
	0.05	750		From:	74-1343		NIA		NΙΔ		1000
1342	0.05	750	R			-	NA		NA		1999
	0.08	950	R	From:	74-1318		NA		NA		1999
1342	0.00	330	IX.	To:	71 1001	7	INA		INA		1999
	0.09	580	R	From:	74-1324		NA		NA		1999
(1342)	0.00		• • • • • • • • • • • • • • • • • • • •	To:	74-1317		147 (				1000
1342	0.02	510	R	From:	/4-131/		NA		NA		1999
				To:	SCL Hopewell						
				From:	74-1342						
1343)	0.15	130	R	т	71.1010	7	NA		NA		1999
				To: From:	74-1318						
	0.05	100	R	From:	Dead End	J	NA		NA	,	09/24/20
1344	0.00	100	• • • • • • • • • • • • • • • • • • • •	To:	74-1342	_	147 (		1471		00/2-1/20
1344	0.06	490	R	From:	/4-1342	_	NA		NA		1999
				To:	74-1345 WEST	1					
(1344)	0.10	390	R	From:	711313 WEST	4	NA		NA	(	09/24/20
				To-	74-1345 EAST						
$\bigcirc$			_	From:	Cul-de-Sac						00/04/00
1345	0.03	100	R			_	NA		NA	(	09/24/20
	0.40	200	_	From:	74-1346		N10		NIA		00/04/00
(1345)	0.13	260	R			-	NA		NA		09/24/200
	0.19	150	R	From:	74-1344 EAST		NA		NA		09/24/200
(1345)	0.19	130	IX.	To:	74-1344 WEST	7	INA		INA		03/24/20
				From:	74-1345						
1346)	0.07	120	R			_	NA		NA	1	09/24/200
				To:	Cul-de-Sac						
$\overline{}$	0.05	ECO	Б	From:	74-674		NIA		NI A	· <u> </u>	1000
1350	0.25	560	R			7	NA		NA		1999
1250	0.09	100	R	From:	74-1352		NA		NA		09/24/200
1350	0.03	100	1	To	Cul-de-Sac	7	14/7		14/7		0012 <del>7</del> 1201
				From:	74-1350						
(1351)	0.14	170	R			_ _	NA		NA	1	09/24/20
				To:	Cul-de-Sac	<u> </u>					
	0.40	440	_	From:	74-1350		NIA		NI A		00/04/00
1352	0.10	110	R	To:	Cul-de-Sac	7	NA		NA	(	09/24/200
					Cui-uc-sac	1					

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince George County				From:		74-674	1							
1360	0.08	1200	R						NA			NA		08/28/2002
				To: From:		74-1361	-							
(1360)	80.0	1000	R						NA			NA		08/28/2002
	0.07	440		From:		74-1362			NIA			NIA		00/00/000
1360	0.07	440	R	. —					NA			NA		08/28/2002
(1000)	0.16	290	R	From:		74-1363			NA			NA		08/28/2002
1360	0.10		• • • • • • • • • • • • • • • • • • • •	To:		74-1364								00/20/200
(1360)	0.08	90	R	From:		/4-1304			NA			NA		08/28/2002
				To:		Cul-de-Sac								
$\bigcirc$				From:		74-1360								
(1361)	0.06	120	R	To:		Cul-de-Sac	1		NA			NA		08/28/2002
				From:		74-1360	<u>l</u> I							
(1362)	0.23	700	R			/4-1300			NA			NA		08/28/2002
				To:		74-1365	1							
(1362)	0.16	460	R	From:		, , , , , , , , , , , , , , , , , , , ,			NA			NA		08/28/2002
				To: From:		74-1366	-							
(1362)	0.10	210	R						NA			NA		08/28/2002
				To:		Cul-de-Sac								
	0.04	60	В	From:		74-1360			NA			NA		08/28/2002
(1363)	0.04	60	R	To:		Cul-de-Sac	1		NA			INA		00/20/2002
				From:		Cul-de-Sac								
(1364)	0.04	46	R				,		NA			NA		08/28/2002
				To:		74-1360								
$\bigcirc$	0.00	70	-	From:		74-1362			NIA			NIA		00/00/000
(1365)	0.06	70	R	To:		Cul-de-Sac	1		NA			NA		08/28/2002
				From:		Cul-de-Sac								
(1366)	0.07	110	R	<u> </u>		Car do bac			NA			NA		08/28/2002
				To:		74-1362								
$\bigcirc$				From:		74-674								00/00/000
(1370)	1.01	160	R	To:		Cul-de-Sac	1		NA			NA		08/28/2002
				From:		74-1370	<u>.</u>							
(1371)	0.11	40	R	<u> </u>		74-1370			NA			NA		1999
				To:		74-1372								
$\bigcirc$			_	From:		Cul-de-Sac								
(1372)	0.04	30	R						NA			NA		1999
	0.04			From:		74-1371			NIA.			NIA		4000
1372	0.04	9	R	To:		Cul-de-Sac			NA			NA		1999
				From:		Cul-de-Sac								
(1373)	0.25	50	R	I					NA			NA		1999
				To		74-1370								
$\bigcirc$	2.1-			From:		Cul-de-Sac/								
(1377)	0.15	NA		To:		74-01380(B)/			NA			NA		
				From:		74-01379(B)/								
(1378)	0.10	NA		<u> </u>		/ <del></del> 013/7(D)/			NA			NA		
				To:		74-01380(B)/								

				Thilloc George Maintenance / trea			
Length	AADT	QA	4Tire	BusTruck	QC Peak Hour QK	Dir Factor AAWDT QW	Year
0.19	NA			/4-013 / /(B)/	NA NA	NA	
			To-	Cul-de-Sac/			
		_	From:	74-1386 SOUTH			4000
0.39	1200	R			NA .	NA	1999
0.57	2100	В	From:	74-1386 NORTH	NA	NΛ	1999
0.57	3100	K	To:	74-646	INA 	NA	1999
			From:				
0.14	850	R			NA	NA	08/28/2002
			To:	74-1383			
0.00	450	ь.	From:	74-1386	NIA	NA	00/20/2002
0.23	150	ĸ	To-	74-1381	INA 	NA	08/28/2002
			From:				
0.12	160	R			NA	NA	08/28/2002
			To:	74-1381			
0.10	200	_	From:	74-1382	NIA	NA	00/20/2002
0.18	200	ĸ	To:	Cul-de-Sac	INA I	NA	08/28/2002
			From:				
0.05	40	R			NA	NA	08/28/2002
			To:	Cul-de-Sac			
0.44	0.40	_	From:	74-1393			00/00/0000
0.14	340	R			NA	NA	08/28/2002
0.61	150	В	From:	74-1380 NORTH	NΙΔ	NΛ	1999
0.01	150	K	To:	Cul-de-Sac	INA 	NA	1999
			From:				
0.09	60	R			NA	NA	08/28/2002
			To:	74-1386			
0.00	<b>50</b>	ь.	From:	Cul-de-Sac	NIA	NA	00/20/2002
0.06	50	K	To:	74-1386	INA 	NA	08/28/2002
			From:				
0.12	70	R			NA	NA	08/28/2002
			To:	74-1386			
0.40	440	_	From:	Dead End	NIA	NIA	1000
0.16	140	ĸ	To:	74-1380	INA 	NA	1999
			From:				
0.05	640	R			NA	NA	08/28/2002
			To:				
0.40	000	_	From:	74-1380; 74-1394	NIA	NIA	00/00/0000
0.12	000	ĸ	To:	Dead End	INA	INA	08/28/2002
			From:				
0.18	100	R		***************************************	NA	NA	08/28/2002
			To:	Cul-de-Sac			
0.10		-	From:	Dead End			00/00/005
0.12	70	R	To:	7 <u>4</u> _1380· 7 <u>4</u> _1392	NA I	NA	08/28/2002
			From:				
0.26	240	R	<u> </u>	/7-1500	NA NA	NA	08/28/2002
			To:	74-1394			
	0.19 0.39 0.57 0.14 0.23 0.12 0.18 0.05 0.14 0.61 0.09 0.08 0.12 0.18 0.05	0.19       NA         0.39       1200         0.57       3100         0.14       850         0.23       150         0.12       160         0.18       200         0.05       40         0.14       340         0.61       150         0.09       60         0.08       50         0.12       70         0.18       140         0.05       640         0.12       880         0.12       70	0.19 NA  0.39 1200 R  0.57 3100 R  0.14 850 R  0.12 160 R  0.18 200 R  0.18 200 R  0.14 340 R  0.61 150 R  0.09 60 R  0.09 60 R  0.12 70 R  0.18 140 R  0.12 70 R  0.18 140 R  0.18 140 R	0.19	Length   AADT   QA   4Tire   Bus   Truck   2Axle   3+Axle   1Trail   2Trail   2Trail   2Trail   0.19   NA   To   Cul-de-Sac   Truck   2Axle   3+Axle   1Trail   2Trail   2Trail   2Trail   Truck   2Axle   3+Axle   1Trail   2Trail   2Trai	Length   AADT   QA   4Tire   Bus   2Axie 3+Axie 1Trail 2Trail   QC   Peak   Hour   QK	Length   AADT   QA   4Tire   Bus   2Aske 3+Aske   Trail 2Trail   QC   Peak   Hour   QK   Factor   AAWDT   QW

					Prince George Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pe	(	Dir Factor	AAWDT	QW	Year
Prince George County				From:	74-1395						
(1396)	0.05	20	R		, , 1576	N	A		NA		08/28/2002
				To	Dead End						
$\bigcirc$	0.05	20	В	From:	74-1395	l N	^		NIA		00/20/2002
(1397)	0.05	30	R	To:	Dead End	N. I	A		NA		08/28/2002
				From:	Dead End						
1398	0.04	20	R			N	A		NA		08/28/2002
				To:	74-1395						
	0.12	40	R	From:	SR 156	l N	Λ		NA		1999
(1401)	0.12	40	IX.	To:	74 1404	IN.	^		INA		1999
(1401)	0.17	8	R	From:	74-1404	N	A		NA		08/14/2002
(1401)				To:	74-1402						
				From:	74-1403						
1402	0.06	2	R	To:	74 1401	N.	A		NA		08/14/2002
				From:	74-1401						
(1403)	0.12	2	R		74-1404	l N	A		NA		08/14/2002
1400				To:	74-1402						
				From:	74-1401						
(1404)	0.08	6	R	To:		N.	A		NA		08/14/2002
				From:	74-1403						
(1405)	0.33	130	R		74-642	l N	Α		NA		1999
(1400)				To	74-642						
				From:	SR 10						
(1406)	0.06	1200	R			N	A		NA		1999
				From:	74-1414						1000
(1406)	0.07	1200	R			. N	A		NA		1999
	0.12	330	R	From:	74-1407	N	Λ		NA		1999
(1406)	0.12	330	IX.	Tai	74.1400	IN.	^		INA		1999
1406	0.15	160	R	From:	74-1409	N	A		NA		1999
1.400				To:	74-1425						
				From:	74-1406						
(1407)	0.07	650	R			N	A		NA		1999
	2.22	F0.0	_	From:	74-1408		^				4000
1407	0.08	520	R	To:	74-1410	N.	A		NA		1999
				From:	74-1407						
1408)	0.12	90	R	<u> </u>	, , , , , , ,	N.	A		NA		1999
				To: From:	74-1409 WEST						
1408	0.11	260	R			N	A		NA		1999
				To: From:	74-1409 EAST						
(1408)	0.04	180	R			N	A		NA		1999
	0.05	400		From:	74-1425		^		N1 4		4000
1408	0.05	130	R	To:	74-1426	N. I	A		NA		1999
				From:	74-1426						
(1409)	0.07	230	R	<u> </u>	711100	N.	Α		NA		1999
				To: From:	74-1408						
(1409)	0.08	140	R			N	A		NA		1999
				To:	74-1410 WEST						

					Frince George Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- Peak QC Hour	QK Dir AAWDT QW Factor	Year
Prince George County				From:				
1409	0.29	90	R		74-1410 WEST	NA	NA	1999
				To: From:	74-1410 EAST			
1409	0.08	130	R	т	51.1400	NA	NA	1999
				To: From:	74-1408 74-1407			
1410	0.03	420	R		/4-140/	NA	NA	1999
				To: From:	74-1415			
1410	0.08	150	R			NA	NA	1999
	0.44	470	_	From:	74-1409 WEST	NIA	NIA.	4000
1410	0.11	170	R	To:	74-1409 EAST	NA	NA	1999
				From:	74-1413			
1411)	0.26	140	R			NA	NA	1999
				To:	74-642			
	0.18	140	R	From:	74-1413	NA	NA	1999
1412	0.10	140		To:	74-642	14/-1	14/1	1000
				From:	74-642			
1413	0.06	910	R			NA	NA	1999
	0.40			From:	74-1422			4000
1413)	0.10	750	R			NA	NA	1999
1413)	0.06	710	R	From:	74-1412	NA	NA	1999
1413)	0.00	710	- 1	To:	74-1411	IVA	IVA	1000
1413	0.12	670	R	From:	/4-1411	NA	NA	1999
				To: From:	74-1419			
1413	0.10	570	R	Prom.		NA	NA	1999
				From:	74-1421			
1413)	0.02	480	R			NA	NA	1999
	0.00	440	_	From:	74-1420	NIA	NIA	4000
1413	0.09	440	R	. —		NA	NA	1999
1413)	0.18	160	R	From:	74-1423	NA	NA	1999
1413)				To:	74-1424			
				From:	74-1406			
1414)	0.08	70	R	To:	Dead End	NA	NA	1999
				From:	74-1410			
1415)	0.12	420	R	<u> </u>	/4-1410	NA	NA	1999
				To: From:	74-1417			
1415) 1415)	0.17	210	R			NA	NA	1999
				From:	74-1418			
1415)	0.04	20	R	To:	Dead End	NA	NA	1999
				From:	74-1417			
1416)	0.17	110	R	<u> </u>	,	NA	NA	1999
				Tn-	74-1418			
	0.06	250	В	From:	74-1415	KI A	NΙΔ	1000
1417)	0.06	250	R	т	51111	NA	NA	1999
1417)	0.26	150	R	From:	74-1416	NA	NA	1999
				To	74-1418		· •	

Route	Length	AADT	QA	4Tire	BusTruck	 Γrail	C Peak Hour	()K	Dir actor	AAWDT	QW	Year
Prince George County				From:	74-1418							
1417)	0.04	10	R	_	71110		NA			NA		1999
				To:	Dead End							
$\overline{}$				From:	74-1417							
1418	0.10	140	R				NA			NA		1999
				From:	74-1416							4000
1418	0.07	120	R	To:	74-1415	_	NA			NA		1999
				From:	74-1413	+						
1419	0.11	170	R	<u> </u>	/4-1413		NA			NA		1999
	-			To:	74-1420							
1419	0.25	250	R	From:	/4-1420		NA			NA		08/14/20
				To:	74-707							
_				From:	74-1419							
1420	0.08	49	R				NA			NA		1999
				To:	74-1413							
	0.05	<b>50</b>	_	From:	Cul-de-Sac		N.1.0			<b>N</b> IA		4000
1421	0.05	50	R	To:	74-1413	_	NA			NA		1999
				From:	Cul-de-Sac							
1422	0.09	110	R		Cui-de-Sac		NA			NA		1999
1422				To:	74-1413							
				From:	74-1413							
1423)	0.21	240	R				NA			NA		1999
				To:	74-1424							
$\widehat{}$				From:	74-1423							
1424	0.07	80	R				NA			NA		1999
	0.44			From:	74-1413							1000
1424	0.11	70	R	To:	Cul-de-Sac	_	NA			NA		1999
				From:		1						
1425)	0.08	160	R	110	74-1406		NA			NA		1999
1423				To:	74-1408							
				From:	74-1408							
1426)	0.20	170	R				NA			NA		08/14/20
				To:	Dead End							
$\bigcirc$	0.70		_	From:	74-646							00/04/00
1430	0.78	270	R	To:	Cul-de-Sac	_	NA			NA		09/24/20
				From:	Cul-de-Sac							
1440	0.30	220	R	Щ.	Cur-uc-sac		NA			NA		1999
				To:	74-1444					<u> </u>		
1440	0.19	370	R	From:	/1-1		NA			NA		1999
				To:	74-1443							
1440)	0.22	640	R	From:	71110		NA			NA		1999
$\bigcup$				To:	74-1442							
1440	0.13	570	R	From:	,		NA			NA		09/24/20
				To:	74-1441	$\neg$ $\blacksquare$						
1440)	0.13	690	R	From:		—	NA			NA		09/24/20
				To:	SR 156 Bypass							
				From:	Cul-de-Sac							
(1441)	0.16	170	R				NA			NA		09/24/20
				To:	74-1440							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC:	()K	Dir Factor	AAWDT	QW	Year
Prince George County				From:	Cul-de-Sac	]					
(1442)	0.10	160	R			NA			NA		09/24/200
				To: From:	74-1440	<u> </u>					
(1443)	0.04	40	R	rioiii.	Cul-de-Sac	J NA			NA		1999
				To:	74-1444	-					
(1443)	0.26	230	R	rioni.		NA			NA		1999
_				To: From:	74-1440	]					
1443	0.09	47	R	To:	Cul-de-Sac	NA 1			NA		1999
				From:	74-1443; 74-1443						
(1444)	0.26	70	R	_		NA			NA		1999
				To:	74-1440						
	0.10	530	R	From:	74-630	] NA			NA		1999
(1501)	0.10	330	K	To:	74.1504	1			INA		1999
(1501)	0.02	420	R	From:	74-1504	NA			NA		1999
				To:	74-1502						
1501)	0.07	410	R	From:		NA			NA		1999
				To: From:	74-1506	]					
(1501)	0.06	280	R			NA			NA		1999
	0.00			From:	74-1505	<del></del>					1000
(1501)	0.30	210	R	To:	Dead End	NA 1			NA		1999
				From:	Dead End	! 					
1502	0.04	30	R			NA			NA		1999
				To: From:	74-1503	]					
1502	0.04	70	R	To:	74.1501	NA 1			NA		1999
				From:	74-1501 Dead End	l					
(1503)	0.04	40	R		Dead End	J NA			NA		1999
				To:	74-1502						
$\bigcirc$	0.40	440	_	From:	74-1501				NIA		4000
1504)	0.19	110	R	_		NA •			NA		1999
(150)	0.03	20	R	From:	74-1505	NA			NA		1999
(1504)	0.00		• • • • • • • • • • • • • • • • • • • •	To:	Dead End	]			107.		1000
				From:	74-1501						
(1505)	0.09	70	R	To:	74-1504	NA 1			NA		1999
				From:	Dead End	l					
(1506)	0.09	70	R		Dead End	J NA			NA		1999
				To:	74-1501						
$\bigcirc$	0.40	4400		From:	SR 106						1000
(1510)	0.13	1100	R	To:	74-1511; 74-1512	NA ]			NA		1999
				From:	74-1510; 74-1512	<u> </u>					
(1511)	0.17	360	R		•	NA			NA		1999
				From:	74-1513	]					
1511)	0.13	220	R			NA			NA		1999
	• • •	400		To: From:	74-1512	<u> </u>					105-
(1511)	0.10	100	R	To:	Cul-de-Sac	NA 1			NA		1999

					Prince George Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pea	()K	Dir Factor	AAWDT Q\	V Year
Prince George County				From:	74-1510; 74-1511					
1512	0.13	440	R	<u></u>	74-1310, 74-1311	NA			NA	1999
				To: From:	74-1514					
(1512)	0.29	270	R	rioiii.		NA			NA	1999
				To-	74-1511					
	0.04			From:	Cul-de-Sac	NI A			NIA	4000
(1513)	0.04	50	R	To	74-1511	NA			NA	1999
				From:	Cul-de-Sac					
(1514)	0.09	90	R	<u> </u>	cui de sue	NA			NA	1999
				To:	74-1512					
$\bigcirc$				From:	SR 106					
1515	0.11	1100	R			NA			NA	09/24/200
	0.00		_	From:	74-1516					00/04/000
(1515)	0.06	640	R	To:	Cul-de-Sac	NA			NA	09/24/200
				From:	74-1515					
(1516)	0.03	300	R		/4-1313	NA			NA	09/24/200
10.00				To-	Cul-de-Sac					
_				From:	74-1602					
(1601)	0.21	160	R			NA			NA	1999
				To:	US 301					
	0.10	40	R	From:	74-720	NA			NA	1999
1602	0.10	40	K			INA			INA	1999
	0.04	20	R	From:	74-1601	NA			NA	1999
1602	0.04	20		To:	Dead End	14/			IVA	1000
				From:	US 301					
(1604)	0.38	560	R			NA			NA	08/16/200
				To:	Cul-de-Sac					
$\bigcirc$				From:	US 301					
(1605)	0.16	90	R			NA			NA	1999
	0.00	400		From:	74-1606	NIA.			NIA.	4000
1605	0.32	100	R	To:	US 301	NA			NA	1999
				From:	74-608					
1606	0.07	30	R	<u> </u>	71 000	NA			NA	1999
				То:	74-1605					
				From:	Dead End					
(1701)	0.07	530	R			NA			NA	1999
	0 :0	=0.0		From:	74-1702				A 1 A	1000
(1701)	0.40	720	R	To:	74-630	NA			NA	1999
				From:	74-1701					
(1702)	0.17	80	R	<u> </u>	/4-1/01	NA			NA	1999
				To:	Dead End					
				From-	SR 10					
9331)	0.11	50	R			NA			NA	1999
				To-	SR 10					
	0.33	80	R	From:	Dead End	NA			NA	1999
9332)	0.33	OU	ĸ	To:	74-623	INA			INA	1999
				From:	Dead End					
9334	0.10	150	R			NA			NA	1999
$\overline{}$				To-	74-604					

					FIIIC	e George Mairitei									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			( )( :	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Prince George County				From:		54.616									
	0.10	120	R	From:		74-616				NA			NA		1999
9574	0.10	120	IX	To-		SR 156				INA			INA		1999
				From:		SR 156									
(9679)	0.13	230	R	<u> </u>		~				NA			NA		09/24/200
				To:		SR 156									
City of Honewell															
O B 4 Ot	0.04	0000	_	From:	00/	Western St	00/	00/	_	0.000	_	0.000	0500	_	0000
Perrymont St	0.34	3300	F	99% To:	0%	0% 0% Kippax Dr	0%	0%	С	0.092	F	0.636	3500	F	2002
				From:											
2 Kippax Dr	0.19	3300	F	99%	0%	Perrymont St 0% 0%	1%	0%	С	0.093	F	0.560	3500	F	2002
(2) Kippax Dr	0.10	0000	•	To:	070	Cedar Level Rd		0 70	Ü	0.000	•	0.000	0000	•	2002
				From:		SCL Hopewell									
3 Old Iron Rd	0.42	3300	F	99%	0%	1% 0%	1%	0%	С	0.089	F	0.563	3500	F	2002
116				To		Courthouse Rd									
				From:		Dead End near Pin O	ak Dr								
4 Jackson Farm Rd	0.61	2100	F	98%	1%	0% 0%	0%	0%	С	0.102	F	0.6	2200	F	2002
118				To:		116-9047 Cedar Lev	el Rd								
				From:		166-6 Barkley St; 116	5-9076								
5 Western St	0.05	NA					_			NA			NA		
				To:		116-1 Perrymont									
Davidade Ot	0.40	00	_	From:	00/	116-9076 Western		00/	_	0.407	_	0.05	40	_	0000
6 Barkely St	0.13	30	F	98% To:	0%	1% 0% Woodlawn St	0%	0%	F	0.197	F	0.65	40	F	2002
				From:		Barkley St									
6 116 Woodlawn St	0.39	490	F	98%	0%	1% 0%	0%	0%	С	0.104	F	0.579	520	F	2002
(116)				To:		116-9047 Cedar Lev	el Rd								
<u> </u>				From:		South Mesa Dr									
9036 Danville St	0.03	1400	F	98%	0%	0% 0%	1%	0%	F	0.095	F	0.537	1500	F	2002
				To: From:		Miles Ave Danville Street									
(9036) Miles Ave	0.68	4100	F	98%	0%	0% 0%	1%	0%	С	0.087	F	0.513	4300	F	2002
(9036) Miles Ave				To		Oakland Blvd									
O				From:		Miles Ave									
9036 Oaklawn Blvd	0.18	10000	F							0.085	F	0.547	11000	F	2002
<u> </u>				From:		Short Street									
9036 Oaklawn Blvd	0.40	NA		To:		CD 26				NA			NA		
						SR 36									
9038) River Rd	1.01	4100	F	98%	0%	WCL Hopewell	1%	0%	C	0.102	F	0.624	4300	F	2002
9038) River Rd	1.01	4100	Г	90 70 To:	070	South Mesa Dr		0%	С	0.102	Г	0.024	4300	Г	2002
				From:											
9040) City Point Rd	0.75	4600	F	99%	0%	North Mesa Dr 0% 0%	0%	0%	С	0.09	F	0.586	4800	F	2002
(9040) City Point Rd	0.70	.000	•	T	070			070	Ū	0.00	•	0.000	1000		2002
9040 City Point Rd	0.41	6900	F	From: 99%	0%	South 15Th Ave 0% 0%	0%	0%	F	0.089	F	0.564	7300	F	2002
(9040) City Point Rd	0.41	0300	•	33 70	0 70			0 70	'	0.003	•	0.504	7300	'	2002
(9040) City Point Rd	0.29	6200	F	From: 99%	0%	South 6Th Ave	0%	0%	F	0.005	F	0.540	6600	F	2002
9040 City Point Rd	0.29	6200	Г	99% To:	U%	Main St	U%	0%	Г	0.095	Г	0.540	6600	Г	2002
				From:		City Point Rd									
9040 116 Main St	0.13	3500	F	99%	0%	0% 0%	0%	0%	F	0.108	F	0.515	3700	F	2002
110/				To:		Randolph Rd									
				From:		Colonial Dr									
9042 116 West Broadway St	0.39	NA								NA			NA		
				To: From:		116-9047 N Mesa									
9042) West Broadway St	0.55	7800	F	99%	0%	North Mesa Dr 0% 0%	0%	0%	С	0.091	F	0.622	8300	F	2002
9042 West Broadway St	0.55	, 000	•	99 70 To:	U /0	North 21St Ave		J /0	O	0.031		0.022	3300		2002
						01111 2101 /1100									

					FIIIC	e George Maintenance A	irea							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Honewell														
O			_	From:	201	North 21St Ave	20/	_		_			_	
(9042) West Broadway St	0.13	6300	F	99%	0%	0% 0% 0%	0%	F	0.095	F	0.666	6700	F	2002
				To: From:		North 15Th Ave North 6Th Ave								
(9042) West Broadway St	0.36	4600	F	99%	0%	0% 0% 0%	0%	F	0.095	F	0.644	4900	F	2002
9042 West Broadway St	0.30	4000	Г	99 /0	0 /0	070 070 070	0 70	ı	0.095		0.044	4900	,	2002
				To: From:		Randolph Rd								
9042 East Broadway St	0.63	1900	F	99%	0%	0% 0% 0%	0%	F	0.088	F	0.530	2000	F	2002
1189				To:		Cedar Ln								
				From:		Ashland Ave								
9043 Courthouse Rd	0.95	5900	F	99%	0%	0% 0% 1%	0%	С	0.088	F	0.502	6200	F	2002
(9043) Courthouse Rd				To:		Berry St								
				From:		Courthouse Rd								
9043 Berry St	0.29	5900	F	99%	0%	0% 0% 1%	0%	С	0.086	F	0.53	6200	F	2002
116				To:		Arlington Rd								
				From:		High Ave								
9043 Arlington Rd	0.12	4300	F	99%	0%	0% 0% 1%	0%	F	0.077	F	0.579	4600	F	2002
116				To:		Freeman St								
9043) Arlington Rd	0.38	5200	F	99%	0%	0% 0% 1%	0%	С	0.077	F	0.617	5500	F	2002
9043 Arlington Rd	0.00	0200	•	70 To:	J /0	Winston Churchill Dr	J /0	C	0.011	'	0.017	5500	'	2002
C Hinto A	0.00	0000	_	From:	001	Winston Churchill Dr	201	_	0.000	_	0.540	0700	_	0000
9045 High Ave	0.09	2600	F	98%	0%	1% 0% 0%	0%	С	0.089	F	0.542	2700	F	2002
				To:		Oaklawn Blvd								
				From:		116-9043 Courthouse Rd								
9047 Ashland St	0.06	NA							NA			NA		
116				To:		SR 36 Oaklawn Blvd	- 1							
9047 Ashland St	0.10	5200	F	From:		SK 30 Oakiawii Bivu			0.098	F	0.684	5500	F	2002
9047 Ashland St	0.10	3200	•						0.030	'	0.004	3300	'	2002
				From:		SR 36-P Woodlawn St								
9047 Ashland St	0.10	8300	G						NA			8600	G	2002
1189				To:	116	6-6 Cedar Level Rd Western St	t							
				From:		Western St								
9047 Ashland St	0.07	6900	F						0.090	F	0.518	7300	F	2002
				To: From:		116-2 Kippax Dr								
(9047) Cedar Level Rd	0.89	8000	F	riom.		•	-		0.081	F	0.521	8400	F	2002
9047 Cedar Level Rd				To		116-4 Jackson Farm Rd	Ī							
				From:		116-4; Cedar Level Rd								
9047 Jackson Farm Rd	0.27	7000	F	99%	1%	0% 0% 0%	0%	С	0.093	F	0.525	7500	F	2002
(116)				To:		S Mesa Dr								
				From:		Jackson Farm Rd								
9047 S Mesa Dr	0.46	6400	F	99%	1%	0% 0% 0%	0%	F	0.088	F	0.552	6700	F	2002
116				To:		116-9038 River Rd								
9047) N Mesa Dr	0.23	11000	F	99%	1%	0% 0% 0%	0%	F	0.090	F	0.575	11000	F	2002
9047 N Mesa Dr	0.20	1 1000	•	J J / 0	1 /0		J /0	'	0.030	'	0.515	11000	'	2002
$\overline{}$				To: From:		166-9040 City Point Rd								
9047 N Mesa Dr	0.20	6700	F	99%	1%	0% 0% 0%	0%	F	0.090	F	0.610	7100	F	2002
110				To:		116-9042 Broadway St								
				From:		Winston Churchill Dr	1							
9049 South 6Th Ave	0.52	10000	F	98%	0%	0% 1% 1%	0%	С	0.086	F	0.578	11000	F	2002
9049 South 6Th Ave														
Aleman OT! A	0.45	0000	_	From:	00/	City Point Rd	00/	_	0.000	_	0.011	0400		0000
9049 North 6Th Ave	0.15	8600	F	98%	0%	0% 1% 1%	0%	F	0.082	F	0.611	9100	F	2002
				To:		West Broadway St								
				From:		West Broadway St								
9051 North 21St Ave	0.53	4500	F	98%	0%	0% 0% 1%	0%	С	0.085	F	0.576	4800	F	2002
110				To:		Riverside Ave								
	<u>-</u>			From:		North 21St Ave								-
9051 Riverside Ave	0.32	3800	F	98%	0%	0% 0% 1%	0%	F	0.093	F	0.647	4000	F	2002
				To:		Randolph Rd								
				From:		Main St	1							
9074) City Point Rd	0.14	3900	F	98%	0%	1% 0% 0%	0%	С	0.098	F	0.509	4100	F	2002
(9074) City Point Rd			-	To:	- / 0	Randolph Rd		-		•			-	
						randoipii ra								

						•										
Route	Length	AADT	QA	4Tire	Bus	 2Axle	Tr			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Hopewell																
_				From:			Oaklawn B									
9076 Cousins Ave	0.17	4500	F	100%	0%	0%	0%	0%	0%	F	0.091	F	0.619	4800	F	2002
				To:			Vestern St									
O 144	0.50	4400	_	From:	00/		ousins Ave	00/	20/	_	0.000	_	0.000	4700	_	0000
9076 Western St	0.50	4400	F	100%	0%	0%	0%	0%	0%	С	0.092	F	0.609	4700	F	2002
				To:	116-	6 Barkey	St; 116-5	Western S	t							
				From:		2	0Th Ave									
Atlantic St		800	F								0.104	F		850	F	2002
				To:		2	21St Ave									
				From:		Wo	oodlawn St									
Barkley St		30	F								0.170	F		40	F	2002
				To:		V	Jestern St									
				From:		Ra	ndolph Rd									
Broadway St		3100	F			144	паогра та				0.086	F		3300	F	2002
,				To:		Но	opewell St									
				From:					-							
Cloverdale Ave		150	F			Ar	rcadia Ave				0.133	F		160	F	2002
Cioverdale Ave		150	г	To:		D	elrose Dr				0.133	Г		100	Г	2002
0 " 0"			_	From:			Sibyl St					_			_	
Courthouse Rd		450	F	_							80.0	F		470	F	2002
				To:		Ca	roline Ave									
				From:		Peter	rson Mill R	ld.								
Davidson Ave		70	F								0.148	F		80	F	2002
				To:		G	lendale St									
				From:		2	0Th Ave									
Day St		40	F						_		0.272	F		40	F	2002
•				To		1	6Th Ave									
				From:		Ro	anoke Ave									
Granby St		520	G	<u> </u>		710	unone i i ve				NA			540	G	2002
G. G. 13) G.			_	To:		Sun	nyside Ave	2	1					0.0	•	
				From:												
Jackson St		260	F				21St Ave				0.134	F		270	F	2002
Jackson St		200	г	To:		2	0Th Ave				0.134	Г		270	Г	2002
			_	From:		West	Broadway	St				_			_	
Marion Ave		360	F								0.101	F		380	F	2002
				To:		N	Norton St									
				From:			Day St									
Prince George Ave		200	F								0.114	F	0.528	210	F	2002
				To:		West	Broadway	St								
				From:		E	Bassett St									
Stewart Ave		310	G	<u> </u>							NA			320	G	2002
			-	To:			Jones St								-	